VOLUME IV NUMBER 11

March 30, 1967

CYCLE NEWS

"Weekly News, Not Monthly History"

25¢

NEW DRAG RECORD - CHAMPIONSHIP TT

NIXON DOUBLES AT DAYTONA

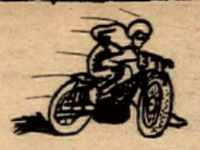
Gary Nixon and his trusty Triumph on their way to history-making 200-mile National Championship win at Daytona Beach. ...Photo by Ben Hall.

SECOND CLASS MAIL

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY SATURDAY NIGHT
TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SATURDAY, MARCH 25th.

30th ANNUAL TRAIL BLAZERS MEETING & Banquet held at the Rodger Young Auditorium, 936 W. Washington Blvd., Los Angeles. Ph DU 8-5119. Reception & visiting will start at 6 pm. dinner served at 7:30 pm. $6.00. Ladies invited, as well as any motorcycle rider, enthusiast, or any one with past motorcycle experience.

BILL BOYD BENEFIT DANCE, Verdi Club, 2424 Mariposa St., San Francisco. Cocktails, refreshments, donation $2.50 per person, tickets available at door. Door prizes include Yamaha Twin Jet 100 donated by Al Fergoda Sport Cycles. Sponsored by S.F. Chapter, AFM. For tickets or info write AFM, 703 2nd Ave., San Mateo; phone 342-3712.

LOVE-IN, ELYSIAN PARK, 835 Academy Way, Sec. 9 Los Angeles, Cal. 6 a.m. to 9 p.m. Bring food, flowers, incense and your divine presence.

SUNDAY, MARCH 26th.

SCRAMBLES, all-new Pittsburg, Calif. track, on Hwy. 4, limed from ¼-mile east of Bailey Road. AMA sanctioned, Dist. 36 rules, $1.50 to ride or watch. Presented by Hi-Hats M.C. of Martinez, pits open 9:00 a.m., practice 9:30-12:00, racing at noon. Contact Tom Anderson at 685-9148 for more info.

TT SCRAMBLES, at Bay Mare, off Hwy. 118, Somis. Small bikes 9:00 a.m., big bikes 12:00 noon. Trophies all classes. For further info call (805) 642-7158. No club affiliation necessary.

SO. CALIF. TRIALS, at the 77th Street location of Littlerock Dam. Starting time will be 10:30 am. Line up on 77th Street of Littlerock, Calif. CANCELLED

TT SCRAMBLES, at Sprockets Park, located at foot of China Grade near Oildale. Sponsored by the Bakersfield Sprockets. AMA sanctioned. Signup will close at 10:30 a.m. sharp with the first race at noon.

AFM ROAD RACE, Cotati Raceway, sponsored by the S.F. Chapter of the AFM. All classes GP and production also sidecars. National Points Race. Entry fee free to riders traveling over 200 miles. GP $8.00, Prod. $3.00

FUN RIDE & POKER RUN, sanctioned by the AMA, promoted by the Delta Falcons M/C. All paved, no freeway, no horsepower restrictions. If your machine is legal for street use, it is ok. for this event. Signup and start at Highway 4, & Hillcrest in Antioch at 10 to 11 am. Entry $1.00.

BUFFALO LUNCH
Fun & Prizes for the Whole Family!
APRIL 2
at
Calico Ghost Town
(directions)
Interstate Hwy 15 from San Bernardino to Ghost Town Rd. (5 mi. E. of Barstow)
There's a limited supply of Buffalo meat
so shop early!
(all tickets must be purchased in advance)
Annual Buffalo Feed Tickets now on sale at the following locations:
Mason Motors, Pasadena 3360 E. Colorado 795-0267 Ed Kretz & Son, Monterey Park CU 3-4277 Skip Fordyce, Riverside OV 4-4747

EASTER SUNDAY POKER RUN, Run for Fun. All paved, no freeway, special trophy for Best Decorated Helmet. Signup 10 am, to 11 am. Antioch Clubhouse, Hwy 4 & Hillcrest. If you can find Antioch, you can find us. Entry $1.00. Man miles plus poker prices plus surprices. AMA sanctioned.

SCRAMBLES, AMA sanctioned, Entry fee $2.50, 10 miles north of Reno, Nevada. Signup 8-10 am. Race 10:30 am., presented by Nevada Trail Blazers, 330 Chevy Chase, Reno, Nev. Race held at Golden Valley Speedway on Hwy U.S. 395. Easter Egg Hunt for the Children, U.S. Auto Club Mighty Midget Race 2:30 pm.

HARE SCRAMBLES, presented by Jack Ross at Ponderosa. 2-13 mile loops, all classes. Start 10 am. Riders meet 9:45 am. 15 miles East of Lancaster on Ave. "J". Trophies to 50% of entry. New souvenirpins to all entries. No affiliation required—Entry $3.00. Pie plate number ok. Trophy presentation after race at 12:30 pm. For information call (805) 942-0838 Rain, shine or snow.

SATURDAY, APRIL 1, 1967

TT STEEPLECHASE, Ascot Park, 183rd & Vermont, Gardena. First professional AMA night TT race of the season, promoted by J.C. Agajanian. Novice, Amateur, Expert — first race 8:15 p.m.

ROAD RACING SCHOOL, at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. & San Fernando Rd.). Street bikes preferably, 9:00 a.m. start, $10 per student. For information call (213) 785-2421.

SAT. & SUN. APRIL 1 & 2nd.

13th ANNUAL NORTHWEST TT CHAMPIONSHIP by the Owyhee Motorcycle Club of Boise, Idaho. Saturday: Novice qualify and time trials 9 am., Sunday: Ex. & Am. time trials 11 am, race 1 pm. Owyhee M.C., Box 733, Boise, Idaho 83701.

SUNDAY, APRIL 2, 1967

AMA SHORT TRACK 250cc machines, progressive program combining novices, Amateurs and Experts, Agajanian-promoted, Ascot Park, 183rd & Vermont, Gardena. Racing promptly at 2:00 p.m. CANCELLED

BUFFALO FEED, Calico Ghost Town, tickets available from Dave Mason—Pasadena, Ed Kretz—Monterey Park, Skip Fordyce—Riverside. All tickets purchased prior to meet, limited amount of meat. Drop in to the dealer nearest you and get set for a day of fun. Calico directions: Interstate 15 from San Bernardino to Calico Ghost Town Road (sign on mt.), 5 miles east of Barstow.

EUROPEAN SCRAMBLES, 3 separate one-hour races at Deadman's Point. Trail bikes 10:00 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to intersection of Hwy. 18 in Apple Valley. Genuine old Western village, restaurant, saloon, dance to Western band all afternoon. Entry $3.00, pie plates okay, trophies to 40% of entries, no association affiliation required. Excellent campgrounds and picnic area, course 100% visible to spectators.

POKER RUN, at Vallejo, third annual Navy City M.C. run. Coffee & donuts at start, $1.25 per rider, 7 trophies. Signup at Bettencourt's M/C Shop, 420 Marin St., Vallejo, 10-11:00 a.m.

SCRAMBLES, at Salinas Ramblers club grounds, AMA sanctioned, no machines under 200cc. Dist. 36 rules, practice & signup 9:00 a.m., signup closes 11:00 a.m. Rain or shine, $1.50 to ride or watch. Man Miles trophy. For more info, contact Bob Wayman, 324 N. Main St., Salinas.

WANTED: HIGHBARS TYPE, to compete with clip-on type. Short circuit road racers to be held at Whiteman Stadium, AFM sanctioned at San Fernando road and Osborne road right off the Golden State Frwy. Sunday action starts 12 noon.

HARE AND HOUND, limed from Avenal. Starts at 11:00 a.m., entry fee $2.00. Sponsored by Visalia Ramblers M.C., call Dwain at (209) 734-8622 for more details.

2nd ANNUAL EASTER EGG HUNT. Modern Cycle magazine presents this family fun event. Grand Prize will be $1000. Other prizes include tires, accessories and goodies. POSTPONED TO JULY 3 search for containers will be dropped on the desert from an airplane. There will be sanitary facilities, insurance, ambulances and police on hand. Watch for further details.

A.C.A. 4th Event SILVER CUP MOTO CROSS, sign in by first moto 10 am. Each rider will ride in three events. Amateur all classes plus 250cc and 500cc Profession class. Trophies knobby traction, 2 brakes, 3 nbr plates. At Castaic Park located North of Los Angeles on Hwy 99, ½ mile past Honor Farm. Turn left and go west on Hasley Canyon Road 5 miles to track.

7th ANNUAL SHAMROCKS ENDURO, 3 loops 125 miles total. Start 9:01 am. 15 miles No. of Mojave on Hwy 14. Start, lunch & finish at Cincos Restaurant Trail bikes easy 45 miles (1 loop). Under 100cc new riders invited. Muffler & Lic. recommended. Mail entry $3 to Tom Center, 7735 Kyle St., Tujunga, Calif. 91042. Deadline March 27. Post entry $4. Drawing for numbers Mar. 29th. at Sunland Park in Sunland 8:30 p.m.

HARE SCRAMBLES, presented by Jack Ross at Ponderosa. 2-13 mile loops, all classes. Start 10 am. Riders meet 9:45 am. 15 miles East of Lancaster on Ave. "J" Trophies to 50% of entry. New souvenirpins to all entries. No affiliation required—Entry $3.00 pie plate number ok. Trophy presentation after race at 12:30 pm. For information call (805) 942-0838 Rain, shine or snow.

SO. CALIF. TRIALS at the Canyon Crest Area of Riverside. It will be limed from the Central Ave. Turnoff of the Riverside Freewy. This will be a Scottish Time Trials. You will be timed as you leave the starting point until you return. These points lost on time will be added to the points lost in the section. Starting time 10 am. Overnight camping.

TT SCRAMBLES, sponsored by the Silver City Scramblers M.C. at Sunrise Raceway in Las Vegas. Pick up lime at the Showboat Hotel and follow south to Vegas Valley Dr. Turn east to track. Practice 10:00 a.m., race at noon. Entry $1.25, AMA-sanctioned. Good chance to tune up for the "Big One" on April 23.

HARE SCRAMBLES, limed from Bakersfield Speedway, AMA sanct. 11:00 a.m. Entry fee, $3.00, six bikes make a class. Refreshments will be served. For further info call 831-2121.

POKER RUN, for all dirt riders, trail riders and brush hoppers, at Ballinger Canyon (2½ miles off Hwy. 33, 45 miles north of Ojai). Presented by Ridge Riders Trail Club, contact Bob Dokes, 149 Apricot St., Oak View, Calif. for more info. Phone 649-1960. Riders meeting 9:30 a.m., donation $2.25, spark arrestor required. Approx. 45 miles of jeep trails, deer trails, bike trails and no trails. If under 21, guardian's signature required. Bikes above 250cc start at 10:00 a.m., under-250s at 10:30. Dry camp, bring water.

APRIL 6, 7, 8, 9th.

MOTORCYCLE SHOW, International Sport Cycle Exposition, at Shrine Exposition Hall, three classes—Competition, Custom, Antique. Trophies & placques in each class. Deadline for entries March 31; for more info and entry forms call or write A.M.S.A., 8272 Sunset Blvd., Los Angeles, (213) 656-8440.

APRIL 7, 8, 9th

MOTORCYCLE SHOW, Westernationals, at the Great Western Exhibit Center. Sponsored by Pacific Coasters M.C. Each entrant receives 3-foot participation trophy, club displays especially welcome ($10 to treasury of each club participating). No entry fee. Separate classes for dress and chopper bikes. Entry blanks and further info from John Stoner, 1418 E. 7th St., National City, Calif., phone (714) 474-4372.

7th ANNUAL
SHAMROCK ENDURO

APRIL 2, '67
125 MILER!
DRAWING MAR. 29th • SUNLAND PARK • 8:30 PM.
• 1st RIDER LEAVES 9.01
• STARTS CINCO 15 MILES NORTH OF MOJAVE ON HWY. 14
• START, GAS, LUNCH & FINISH AT CINCO
• TRAIL BIKES GO 45 MILES
(Muffler & Lic. Plates Recommended)
Classes A-L.W. B-L.W. : Mail Entry $3.00
Classes A-HWT. B-HWT : Post Entry $4.00
Trail Bikes (0-100 CC) : Mail Entry Deadline Mar. 27
Tom Center 7735 KYLE, TUJUNGA, CALIF 91042

FRIDAY, APRIL 7th, 1967

AMA CLASS C HALF-MILE, Ascot Park season opener, 183rd & Vermont, Gardena. Every Friday night through November; Novice, Amateur, Expert; first race 8:15 p.m.

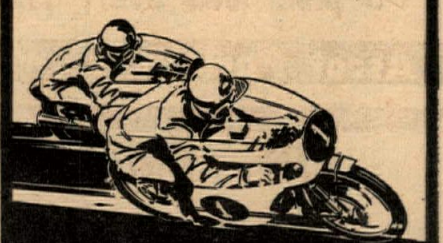
SATURDAY, APRIL 8th, 1967

TT CYCLE RACE, at San Gabriel Valley Speedway, AMA-sanctioned, two jumps, gates open 6:00 p.m., first race 8:00 p.m. Rivergrade Road, 3 miles north of San Bernardino Fwy. Admission $2.50, Juniors $1.00, under 8 free. Free parking. Call 962-6217 for further info.

SUNDAY, APRIL 9, 1967

PACIFIC SO.-WEST CHAMPIONSHIP HARE & HOUND, by the Victors M/C. ABC TV wide World of Sports will film the race, the biggest H&H since Big Bear. Limed from Lucerne, 2 45 mile loops. One loop and separate start for trail bikes. LeMans Type start at 10 am. Bring a stand or something to hold machine upright as no pit crews will be allowed to hold bikes for dead engine start. Signup starts at 12 noon. Sat. April 8th.

TT SCRAMBLES, Capitol City Motorcycle Clubs. 12th Annual at Helvetia Park, Sacramento, Calif. located just off the Sacramento river on the road to Woodland. All Classes, practice starts at 8 am, AMA sanctioned.

ROAD RACES at COTATI
AFM sanctioned
Trophies for all classes
PLUS PRIZES
Grand Prix, Production & Sidecars
(Special noon event for riders & mechs. on anything that rolls!)
THIS SUNDAY
(March 26)
DIRECTIONS:
Located 5 miles So. of Santa Rosa on Hwy 101. Take Sebastopol/Guerneville turnoff. Track is on frontage road along side Hwy 101.
Signup by 10 a.m. Races start 1 p.m.
Spectators $2.00


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At the desert races with plugs, cables, goggles, boots, oil, tubes, and many things needed at the races. Also largest stock of Husqvarna parts of any dealer.
Regular Retail Prices or less. Mail order Service. Tuesday thru Saturday 8:30—5:30
Call OV. 4-1866 Riverside.
After 5:30 TU. 2-3605 Sun. & Mon.

POKER RUN, 1st annual by No. Calif. Honda Owners Assn. AMA sanctioned, $1.00 entry. Signup 9-11:00 a.m., finish 3:00 p.m. Start Foster Freeze, 2761 Castro Valley Blvd., Castro Valley, Calif. Come and enjoy this beautiful scenic trip. Six trophies – 4 high hand, 1 lo-ball, 1 18-inch Man Miles. For info call George Kelly (415) 581-4758.

TT SCRAMBLES, Dist. 37 Championship presented by Gripsters M.C. at Elsinore. Small bikes 8:00 a.m., Am/Ex big bikes at 12:00 noon, Novice big bikes 2:30 p.m. Championship caliber trophies presented at track, race souvenir free to all riders and spectators. Gate donation $1.25, rider entry fee $2.00. Note: (Only Dist. 37 championship for scrambles this year.) Just off Hwy 71 East of Perris turnoff.

SUNDAY, APRIL 16th, 1967

ACA NATIONAL POINTS ROAD RACE, Willow Springs Raceway, all GP and Production classes, 50cc through 1000cc, practice 9:00-12:00, first event 12:30 p.m. Track located west of town of Rosamond, Calif. Turn left at only signal in town.

TT SCRAMBLES, at Mesa. Practice 9:00 am., first race at noon. Gear tall for the 5/8-mile dirt course. Directions: Interstate 5 to Main St., Chula Vista, then 5 miles on Main to Brown Field. Follow signs to the track. AMA sanctioned.

SATURDAY, APRIL 22nd, 1967

TT CYCLE RACING, San Gabriel Valley Speedway. AMA Class C night race, gates open 6:00 p.m., first race 8:00. Unique course, two jumps. Admission $2.50, Jrs 8-12 $1.00, under 8 free. Parking free. No. of San Bernardino Fwy. 3 miles, on Rivergrade Rd. Call 962-6217 for further info.

SUNDAY, APRIL 23rd.

AMA SPORTSMAN ROAD RACE, Carlsbad Raceway. Take Palomar Airport turnoff from Carlsbad, go east past airport and you can't miss it. Pits open 11:30 a.m. Racing for all classes from 50cc to Open. Also production class for street machines. First race 1:30 pm.

TT SCRAMBLES, sponsored by the Silver City Scramblers M.C. at Sunrise Raceway in Las Vegas. Pick up lime at the Showboat Hotel and follow south to Vegas Valley Dr. Turn east to track. Practice 10:00 a.m., race at noon. Entry $1.25, AMA-sanctioned.

HARE SCRAMBLES, Foothill Hawks M.C. Start 10 am. sharp. separate course for trail bikes. Rain or shine. Limed from California City Golf Course, Calif. City, Calif.

TT SCRAMBLES, Hilltoppers M.C. at Perris. Small bike practice 8:00 to 8:30, small bike signup closes 8:00 a.m. Big bike practice for Amateurs and Experts 12:00 noon, Novices ? AMA points.

TT SCRAMBLES, at Dehesa Speedway, AMA-sanctioned. Signup at 9:00 a.m., races at noon. Located 5 miles east of El Cajon, out Jamacha Rd. All classes, trophies awarded. $1.25 to ride. Approx. 3/8 mile TT course, graded surface.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

SATURDAY, APRIL 29th, 1967

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert—ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00, first race 8:00 o'clock. Referee Hank Gendusa of Fresno officiating. Admission $2.00 adults, $1.00 ages 12-16 and uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

CITY OF HOPE SPRING TOUR, RRC points event, AMA Tour Award. At 29 Palms, Calif. Parade starts at noon, downtown 29 Palms.

SUNDAY, APRIL 30th, 1967

TT SCRAMBLES, 5/8-mile dirt course at Mesa. Take Interstate 5 to Main St. in Chula Vista, then follow Main for 5 miles to Brown Field. Look for signs to track. Practice 9:00 a.m., first race at 12:00 noon. Tall gear suggested. AMA sanctioned.

TT SCRAMBLES, Four Aces M.C. presents at Prado Park. Lightweights practice 8 am. race 8:30. All big bikes practice 12:30, race 1 pm. Side Hacks welcome and Loners. AMA sanctioned, Dist. 37 points run.

SUNDAY, MAY 7th, 1967

6th ANNUAL PROSPECTORS ENDURO, in the scenic Afton Canyon area. Start 9:01 a.m. Approx. 130 miles, muffler and license not required. Start and finish at Martha's Cafe and Lake, 15 min. east of Barstow on Hwy. 15, at Harvard Rd. offramp. Food, gas, and free swimming for everyone at start. Camping facilities. Follow-up by Barstow Jeep Rescue Squad. Mail $3.00 to Prospectors M.C., 1651 Market St., Gardena. Deadline midnight Sat., April 29, post entry $4.00. Drawing for numbers May 2 at Thornburg Park in Gardena at 8:30 p.m.

TT STEEPLECHASE RACES, Capitol Speedway in West Sacramento. Novice, Amateur & Expert will run for 40% of the gate, AMA sanc. Practice at 3:30 p.m., time trials at 5:00, first race at 6:00. Admission $2.00 for adults, ages 12-16 and uniformed servicemen $1.00 and kids under 12 free. Free parking too. TT racing at Capitol every other Sunday evening starting May 7.

T.T. & FLATTRACK COMING UP!

The 1967 American Motorcycle Association race season at Ascot Park will start Saturday evening, April 1, with a steeplechase meet, Director J.C. Agajanian announced.

First flattrack action of the campaign will be Friday night, April 7. That will signal the beginning of an every-Friday schedule of racing at the 183rd and Vermont Avenue oval until early November.

The steeplechasers will race the first Saturday of each month through the spring and summer.

Included among the standouts who'll be on hand for the new season of competition are Sammy Tanner, 1966 Pacific Coast champion; Eddie Mulder, last year's U.S. steeplechase king; Skip Van Leeuwen, Gene Romero, Mert Lawwill, Ralph White, Chuck Jones and Dick Hammer.

T.T. STEEPLECHASE RACES AT CAPITOL SPEEDWAY

Motorcycle racing is coming to Capitol Speedway in West Sacramento, and professional riders will ride for 40% of the gate admissions.

The Tourist Trophy (TT) course has been put in excellent condition by the track crew. The track is wide and features right and left hand turns with a jump that takes the riders high in the air.

All races will be run under AMA sanction of the American Motorcycle Association with Referee John Pires of Novato in charge. All classes—Novice, Amateur and Expert — will ride these events. Included will be motorcycles of 250cc, 350cc, 500cc, 650cc and 750cc engine size.

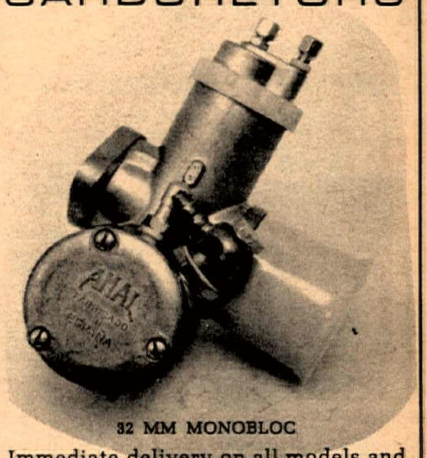
Racing begins Sunday evening (twilight), May 7, 1967 at 6:00 p.m., with time trials at 5:00 and practice at 3:30.

Admission will be $2.00 for Adults, ages 12—16 and servicemen in uniform $1.00, children under 12 admitted free. Free parking is provided on the grounds. All spectators riding to the race on their motorcycles will enjoy the races more knowing that a guard is watching their cycles for the evening.

TT Racing at Capitol will run every other Sunday evening starting May 7, 1967. On July 2, 1967 there will be a 30-Lap TT event for the Experts.

SPANISH AMAL

CARBURETORS



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8 p.m. SATURDAY NIGHT
FRIDAY NIGHT ½-MILE
April 7 FLAT TRACK
SEASON OPENER
8 p.m. (and every Friday night thereafter)
Ascot Park 183rd & Vermont — Off Harbor Freeway

13th ANNUAL NORTHWEST TT
CHAMPIONSHIP RACE
$1,000 PURSE
SAT. & SUN.
APRIL 1st & 2nd
$50 FAST TIME
$50 TROPHY DASH
EXPERT CLASS
Gates Open 9:00 a.m.
All Novice Must Time In
& Qualify Sat. Apr. 1st
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VOICES

"BEGINNERS NEED RULES" (comment)

If the readers of R.L. Sprayberry's recent letter are under the impression that "BEGINNER'S NEED RULES" is the voice of one man; they are mistaken.

It could be called a combined effort of many, all with the same thought who have talked this over many times at various races.

I'll admit that it has had some voices raised against it but mainly from those who as the letter states are "pushing their sons along".

As Mr. Sprayberry states, some have a great deal of money invested in the motor, there is also an out for those which says "to ride under their present status".

I myself can see no objection to the proposal since it concerns us all and will eliminate some of the "bent rules" of A.M.A. enforced by local officials at at the home town races.

R.C. JOHNSON
Bakersfield

More On Young Riders

Mr. Sprayberry's letter concerning young riders strikes me as being a step in the right direction.

One rule that I would like to see added would be "that no rider shall be allowed to compete on any motorcycle from which, when seated in a normal riding position, he is unable to place both feet flat on the ground". The ability to stab a foot down at the proper time is an absolute necessity for control in scrambling.

The proposal to start the "probationary novice" in the rear is an excellent one. Besides preventing some nasty situations enroute to turn one, it would give the young rider a chance to observe the "shoes" in front. There is no quicker method of learning the short way around.

Rather than have the beginning rider run without a number plate, let's assign him a plate but for the duration of his probationary period, place a red border on the plate (plastic tape.) In addition to this, he would have a stripe of the same material on the back of his helmet and another on the rear fender of the bike.

There are several reasons for this suggestion. Number plates are important to the young rider. They identify him and his bike as something special. The red trimmings would assist the starter in making a quick line-up and, during practice or a long race, would alert an overtaking rider as to the capabilities of the man in front of him.

I would like to see the probationary period extended to five races. At the end of this period it would be a great touch to have a District #37 Competition Committee member, District #1, or the ranking official at that particular race remove the stripes and congratulate the rider.

While we are on the subject of young riders, how about a school for them? Take an open Sunday, a Competition Committee member or two, three or four expert riders and you could teach the kids more than they could learn in months of racing.

All of this may seem like a big "to-do" over a kid on a five horsepower bike but we should never lose sight of the fact that a few years from now he and others like him will be District #37.

As for you big bike riders who would like to vote him out of existence, get to the races early some Sunday and watch him. He may not be running very fast but that kid with the second-hand 50 and the hand-me-down leathers is TRYING. And, as long as he has the guts to try, he certainly deserves the chance.

LARRY MASON
Los Angeles

NEW EXPERT

As per San Diego Sports Committee ruling advancing all "naughty novices" to expert...

The very young district #38 can now safely boast the two youngest "experts" in that area. The little guy, Craig Roloff, is all of seven years old, and his "big" brother Earl, all of ten.

Craig Roloff.

Gads! Pass out the white plates, Ascot here we come!!

EARL E. ROLOFF
San Diego

P.S. The little guy actually won his trophy.

Live & Learn Dept.

In the printing of the 100 lap TT at Ascot, you said that with Skip Van Leeuwen's win that he joins Dick Dorresteyn in winning more than once.

I was wondering if you knew that Dick Dorresteyn has won the 100 lapper 3 times?

The winners of the 100 lappers go like this,

1961 — Dick Dorresteyn
1962 — Dick Dorresteyn
1963 — Skip Van Leeuwen
1964 — Clark White
1965 — Dick Dorresteyn
1966 — Eddie Mulder
1967 — Skip Van Leeuwen

MONTE LEE
Victorville

Baja Border Incident

By now you have probably heard about our "Baja Bash" being "Bombed." The Tecate Grand Prix, the race that was to E-race old stigma and bring back colorful and exciting "G.P." racing in Tecate, was snuffed out at the Tecate Border Station at 8:00 a.m. Saturday morning, March 18, 1967.

At this time we were told in no uncertain terms that no motorcycles of **any** type would be permitted across the border. These words came from a Mexican Border Guard who said his orders came from Mexico City, Tijuana and the Mexican Consulate in San Francisco. Their word was that **3000** Hells Angels were expected to arrive. Getting anyone to verify this was impossible.

All I can say for sure is that up until this International Incident, the Officials and the entire city of Tecate were 100% for the race. I left there late Friday afternoon and the track was graded, the water truck and ambulance had been summoned and everything was GO!

There was an abundance of entries and interest from riders in the Los Angeles area and even as far as San Francisco, and to these gentlemen our deepest apologies and regrets. After having to drive so far to have a ..... thing like this slap you in the face. Your entry fees will be refunded along with a personal apology in letter form.

This is not the type of letter I wanted to send you, Chuck. Your personal advice and plugs in your paper were a great help and much appreciated. I know you wanted to see this race come off as much as anyone, but I'm afraid as far as Lions M.C. is concerned, Mexico? Never!

Our deepest apologies and regrets,
LIONS MOTORCYCLE CLUB
Terry Otey, Vice President
San Diego

THE RUMOR MILL

WOULD YOU BELIEVE?

...That the long-awaited Suzuki production 250 racer will be available here in May. And the 50cc Production Suzuki will be for sale at your dealer's about the same time?

* *

...That the Boy Scouts of America issue a merit badge in motorcycling?

* *

...That a noted fuel dragster showed up with pavement burns recently? Asked how it happened he replied, "Well, there I was, taching along about 7 grand when Bob Sirkegian zapped past me on a completely stock looking BSA. I thought my bike had stopped, so I got off to see what was the matter!" Would he believe it was a "Super Bike?"

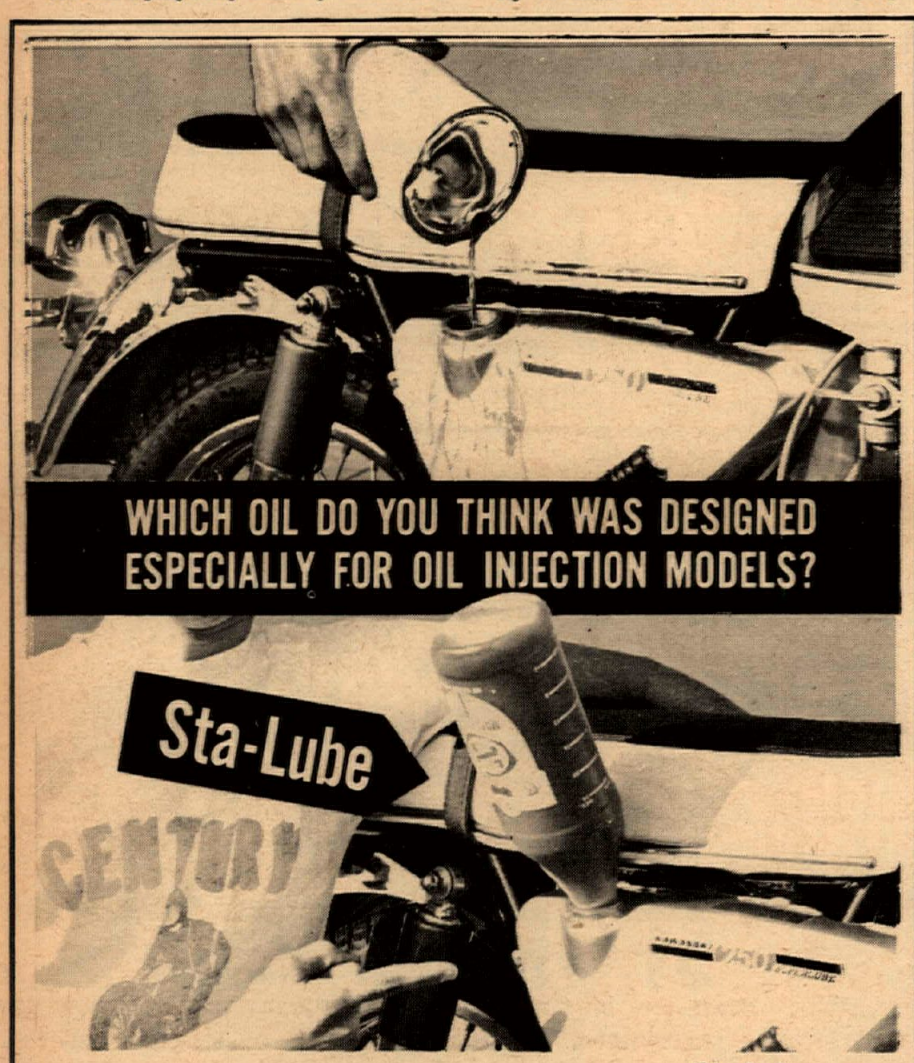
* *

...Has Chrysler (the car company) purchased controlling interest in the Japanese Bridgestone factory?

* *

...That the Arizonians were taken somewhat aback at the sight of a real lady racer in their recent Championship TT? They'd heard about 'em, but they just didn't believe it.

* *



Sta-Lube SPF Motorcycle Oils are Special Precision Formulated from a carefully selected petroleum base stock, combined with anti-fouling, anti-seizing additives plus the proper mixture of esters of castor to add life and length to the run. Sta-Lube comes in a special precision plastic package designed for pouring and storing convenience.

Not for use in automobiles or outboard motors.

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Sta-Lube Special 4-Cycle
Motorcycle Oil (SAE 30-40-50) is recommended for:
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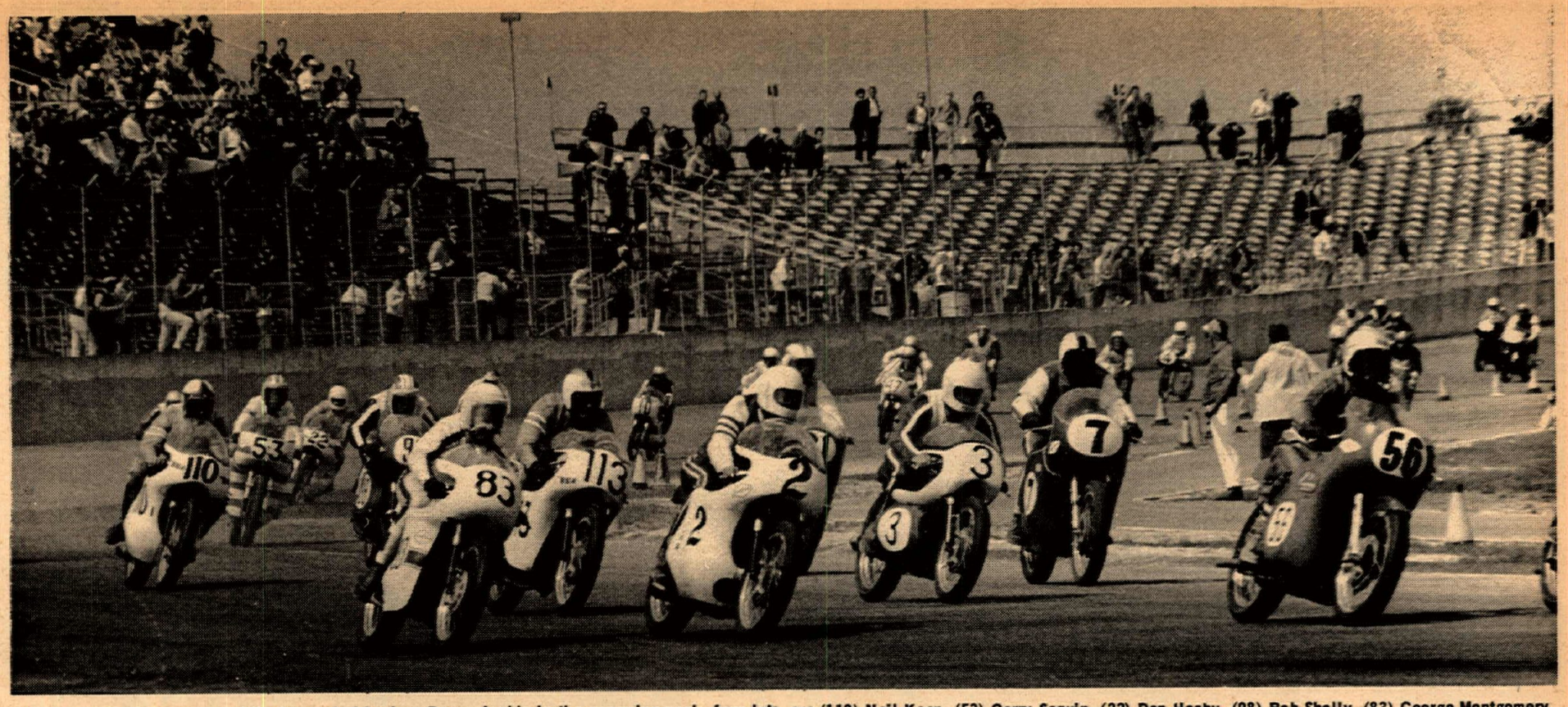
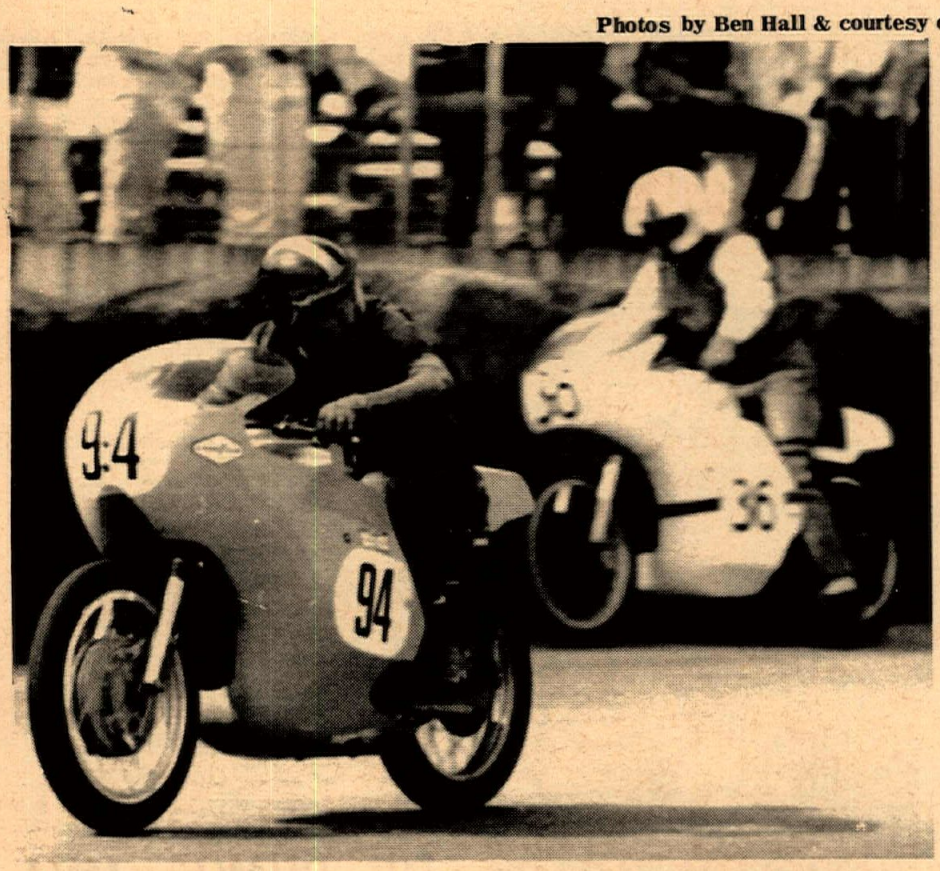


A first turn full of Experts, and the long grind begins. Recognizable in the swarming pack, from left, are (110) Neil Keen, (53) Gerry Sequin, (22) Dan Haaby, (98) Bob Sholly, (83) George Montgomery. (113) Ron Grant, (10) Mike Duff, (2) Dick Mann, (3) Gene Romero, (7) Rod Pink, (56) Anson Holley.

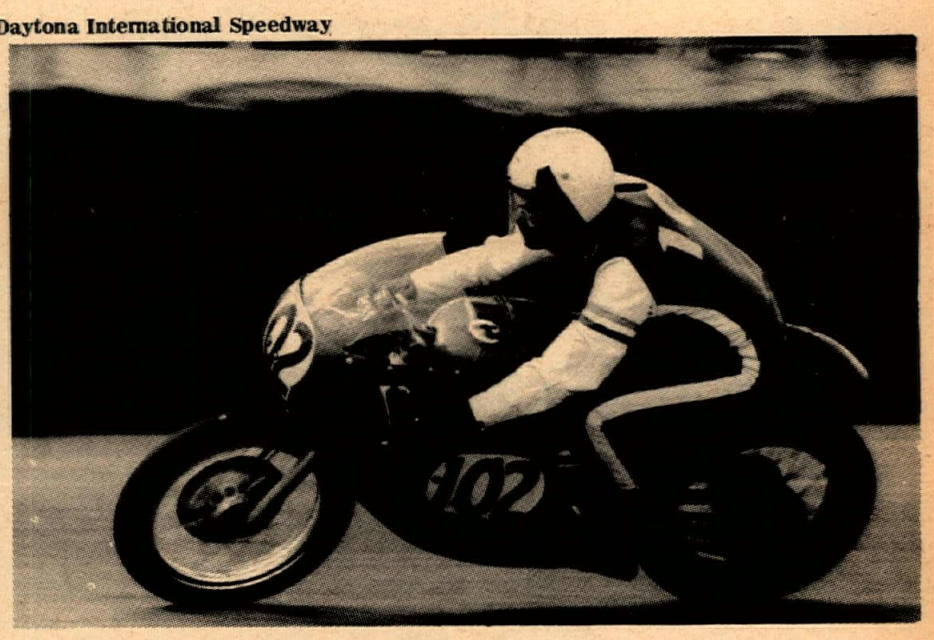
NIXON TRIUMPHS (& YAMAHAS)

••••H-D TAKES ONE AND HONDA SET A RECORD••••

Photos by Ben Hall & courtesy of Daytona International Speedway

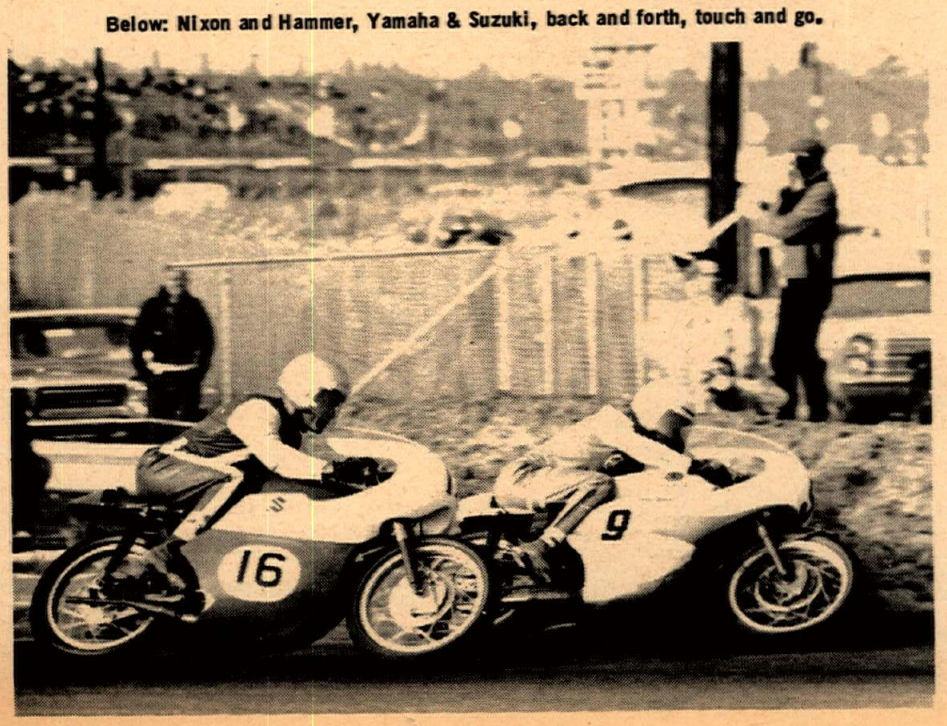


Third place finisher George Roeder (H-D) checks on his competition. In background John Zwerican is out of the running.



Racer-journalist Gordon Jennings rode a very special H-D, completed 23 laps.

Below: Nixon and Hammer, Yamaha & Suzuki, back and forth, touch and go.



Thirty years ago they held the first Daytona races and they are still slightly remembered. The 1967 races will be long remembered. Every race at the famed Daytona International Speedway took on the look of a dirt track trophy dash at one time or another.

Stars of the speedway were many with riders such as Nixon, Hammer, Elmore, Nix, Fulton, Odom, Winters, Stephens and Ron Muir the true headliners of the outstanding week of racing.

Yamaha and Triumph were the class of the field with surprise showing by Honda and Kawasaki. If the name field had to be narrowed then it was Gary Nixon and Dick Hammer, all the way. These two riders put on a riding display never before seen in America on dirt or pavement, not one, but two straight days!!

Records Fall

Nixon made racing history by becoming the first rider to ever win both the 250cc lightweight 100-miler and the big bike 200-mile National on the same weekend. He won them both in record times with Hammer right there and coming up with a pair of near-misses.

From the opening sportsmen races on Wednesday right down to the final flag on Sunday it was ultra-class racing as never before seen on these shores.

Nixon and Hammer first gave many foreign visitors a look at what American riders can really do with the right weapons on Saturday.

Nixon bombed his way to a 250cc heat race win but Hammer dropped out of his heat race with minor carburetion problems and had to line up for the 100-mile final back in 80th starting position — row 16 for National Number 16.

There were four 250cc heat races, each for five laps to eliminate down to the 80 fastest riders. The first 20 from each heat made the final.

Yamaha riders, Nixon, Mike Duff, Norm Stovall and amateur Frank Camilleria, were the four winners with Nixon setting a new five-lap record with an average speed of 97.482 mph. Duff clocked the second best average with 94.859 mph.

Nixon jumped right in to the lead in the 27-lap feature with Duff in hot pursuit. The Canadian ace caught and passed Gary on lap three and also led at the end of four. Nixon regained the lead on lap five with Hammer coming all the way up to cross the line in 9th place!!

Duff Has Trouble

Nixon started cranking on with Duff dropping back. Mike finally went out of the race on lap seven with ignition problems. Hammer was now 5th.

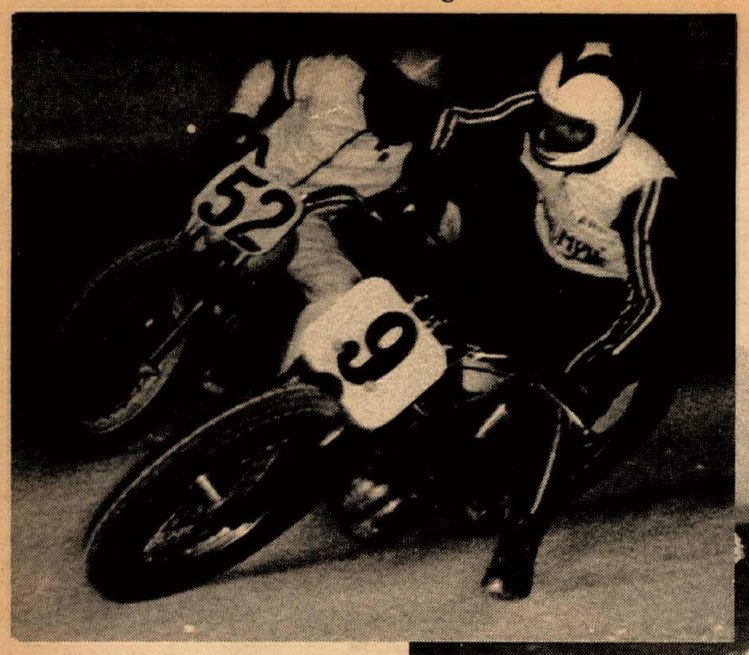
Defending champ, Bobby Winters, took over second when Duff dropped out and held it until he was passed by Hammer and the Suzuki on lap 17. Nixon held an eight second lead at this point.

The race was on between these two fine riders with Hammer cutting the lead by two seconds a lap until he caught and passed Nixon on lap 22. Gary came right back to take the lead as they crossed the line to start lap 23.

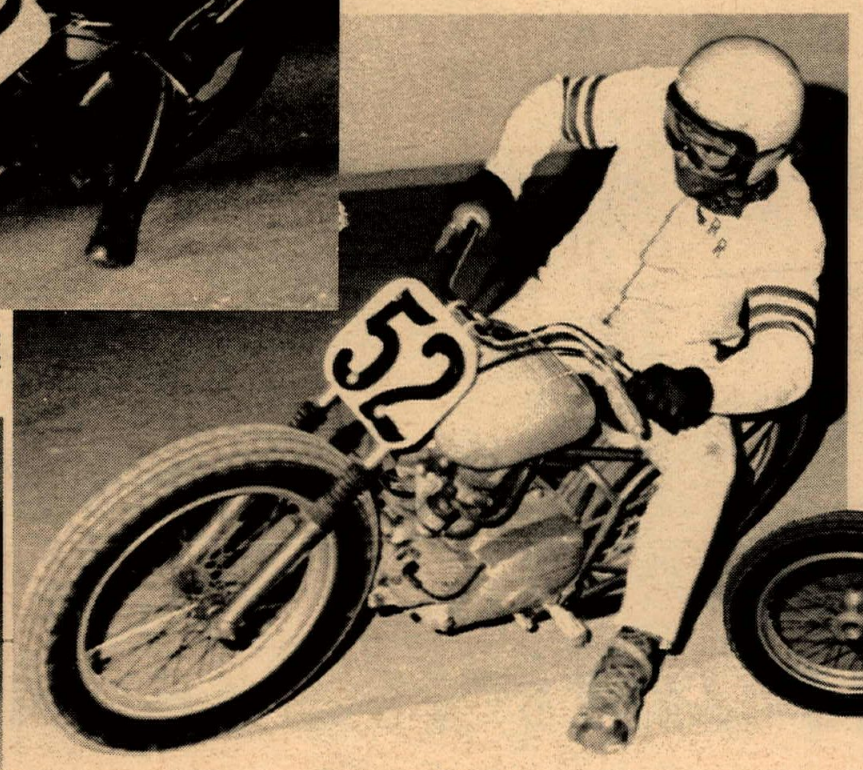
It was a wheel-to-wheel duel the

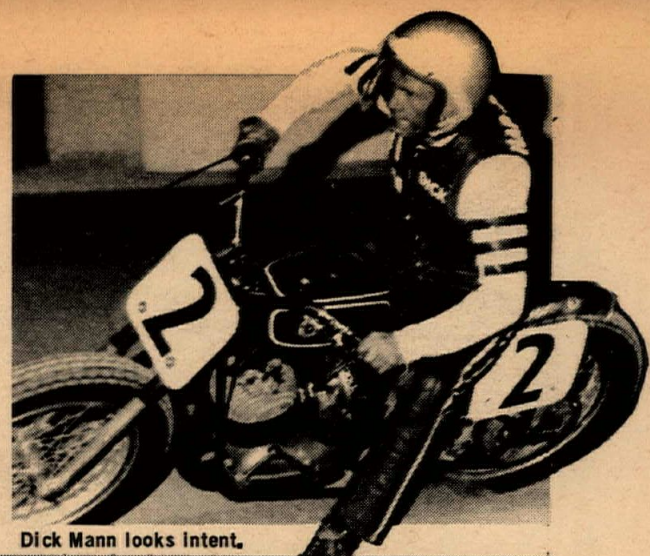
(Continued on page 6)

DAYTONA SHORT TRACK

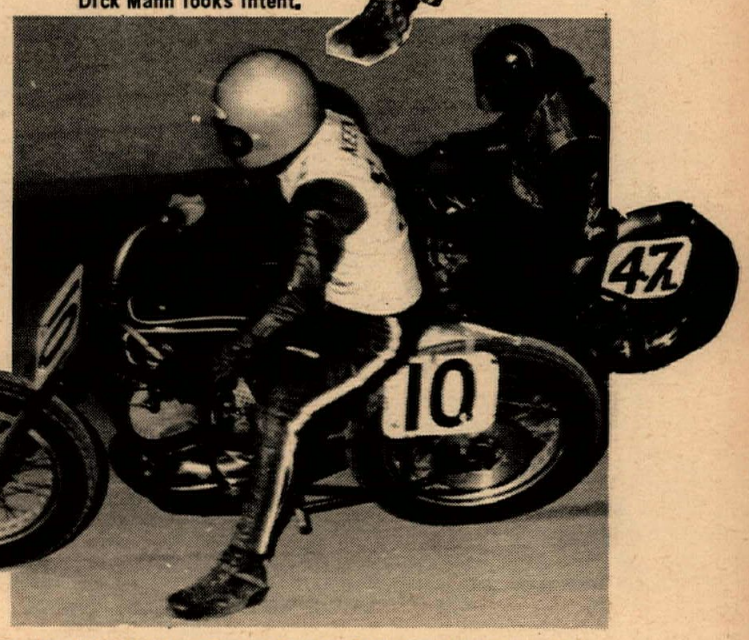


Ronnie Rall (52) handed rare defeat to Gary Nixon on final night of short track.





Dick Mann looks intent.



Short track races at Memorial Stadium drew crowds of 5000 nightly, presented championship-caliber riders from all over U.S. Left, Steady Eddie Mulder. Center Ronnie Rall from Mansfield, Ohio has that gleam in his eye. Right, Neil Keen zaps on Eastern compster.

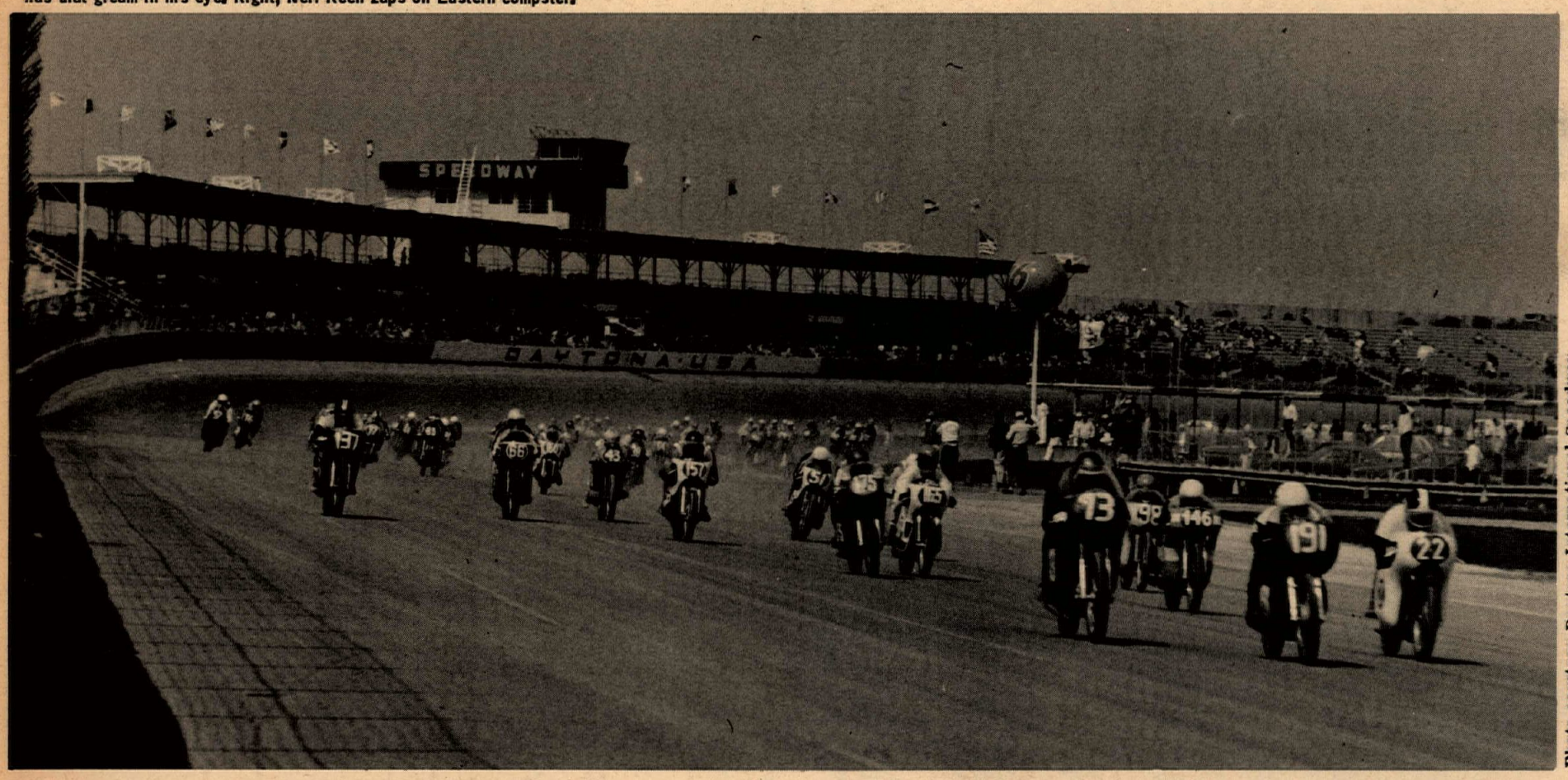


Photo courtesy Daytona International Speedway

The splendor and scope of Daytona International Speedway as novices take off for 75 miles. California's Dave Smith (22) prepares to take lead from Italy's Sam Berteral (191). Smith finished fourth on privately-entered Yamaha.

next four laps with first the Yamaha and then the Suzuki forging a wheel in front. With less than two laps to go, Hammer dropped back slightly to stop the duel and the race was in the bag for Nixon and a win, for the third straight year in a row for Yamaha.

In Victory Lane after the races it was found that Hammer had busted off his entire rear brake assembly and it was hanging by the cable. He rode the last six miles with only the front brake — and a lot of guts. Nixon had a new record with an average speed of 94.280 mph!! Yamaha took seven out of the first ten places to become the first brand to ever win this hotly contested factory-backed event three times in a row.

Winters was a strong third with the surprising Dickie Newell, on a privately entered Sam Corona Yamaha, in fourth. The lead had changed no less than eleven times between Nixon, Hammer and Duff.

First-time efforts by the new Kawasaki brand found three of these machines in the first eleven with Californian's Don Butler, Kenny Clark and Florida's Sonny Gager.

The 200-Miler

Ascot runs a mile-and-a-half Trophy Dash every Friday night during the half-mile season. At Daytona, Nixon and Hammer ran a 100-mile dash on the big bikes before Dick pulled to the pits for his gas stop.

It was a two-rider show between California and Maryland from the drop of the flag with the lead changing a record 29 times between these two riders on their potent Triumph 500s.

There was $25.00 a lap to the leader across the line on every lap and time after time Hammer passed Nixon coming down the front banked straightaway and would grab the gold by less than a bike length.

On lap twenty the lead changed no less than four times. Hammer led across the line each and every lap from the opening round up through lap twenty-five, except for lap nineteen when Nixon was inches ahead in front of the stands.

Hammer pitted for gas on lap twenty-six with Nixon taking over and moving Buddy Elmore to second. Dick regained second when Elmore pitted the next lap for his gas stop.

Hammer Down.... And Out

Nixon gassed on the 30th lap but was in and out and still in front of Hammer by a seven-second margin. The duel ended on lap thirty-one when Dick crashed hard on turn one trying to make time and regain the lead. He was down and out of the race for close to a minute and a half before getting back in in 7th place.

Then it was Elmore's turn to play chaser as the Texan began closing the gap. The '66 winner cut the time gap on Nixon from sixteen seconds on lap 35 down to seven seconds on lap 48 but then Nixon received the "Charge" sign from his pit crew once again and Gary took it back up to a twelve-second margin at the finish.

Gary lapped every one of the 97 starters at least once with the exception of his teammate Elmore. Elmore also lapped the field, passing and lapping third place George Roeder on the final lap.

It was the second straight year for Triumph to win the event and the first time that the H-D brand has lost two in a row since 1949 and '50 when the Nortons turned the trick.

Five Californians finished in the first ten places with Gene Romero taking 8th place and becoming the highest finishing "Rookie", or first time Daytona rider. Gerry Seguin placed 14th and took home first year expert honors in the largest field to start a 200-miler since the race came to the speedway in 1961.

It was terned a great day by all for the two Honda 450s in the race ridden by Swede Savage and Larry Schafer. Savage ran 10th and Schafer 12th. Swede has his tach break off on the second lap and lost his rear brake completely at the 100-mile mark and had to ride the last 100 with a front brake only.

The same can be said for the two Yamaha 350s ridden by Mike Duff and Tony Murphy. They came up with a few minor problems that required extra pit stops but both were running at the finish and well inside the first twenty places.

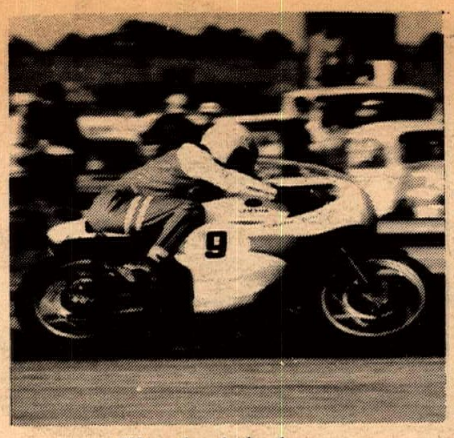
The Amateur 100-Mile

In the annual amateur big bike race on the banks for the century distance, it was a great day for California, Harley-Davidson, Honda, Walt Fulton Jr., and Jimmy Odom.

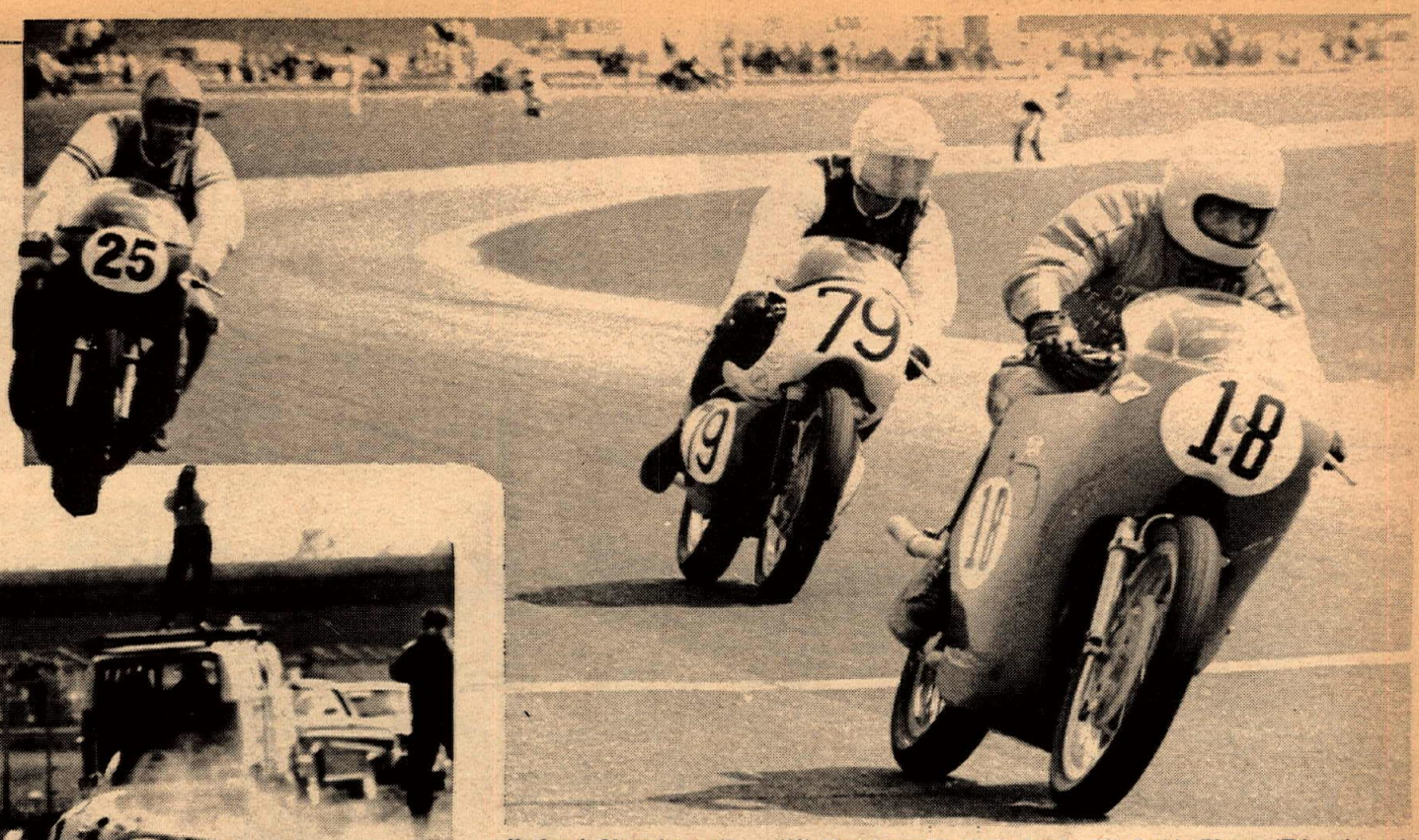
These two brands and these two riders highlighted the event and were the class of the field. The 90-rider entry list found Odom and his Team-Hansen Honda 450 smashing the one-lap time trial mark by over five miles per hour in time trials!! The 18-year-old Californian blasted around the track at a shattering 132.782 mph for top honors and was close to six miles an hour faster than the second fastest amateur, Art Ninci, Kansas City, on a H-D. Fulton was fourth fastest at 126.756 mph.

Sidenote to the entire race was that Fulton was the favorite and strictly a road racer who has never competed on a dirt track. Odom, a strictly dirt track rider, was riding in his first road race.

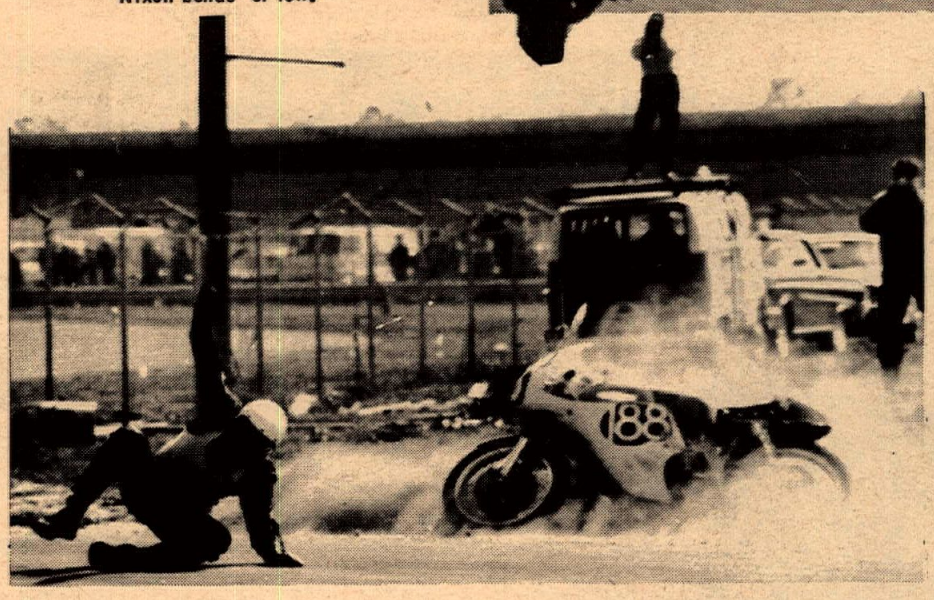
(Continued on page 19)



Nixon bends 'er low.

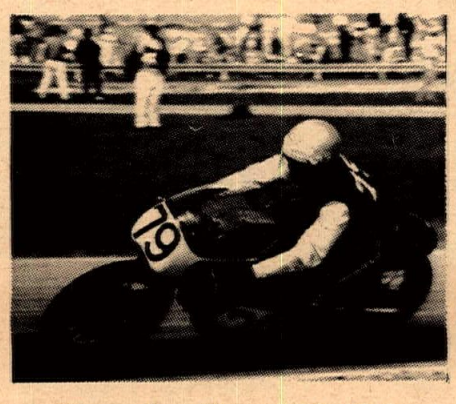


National Champions all - - (18) Mert Lawwill (H-D), leads (79) Buddy Elmore (Triumph) and (25) Cal Rayborn (H-D).

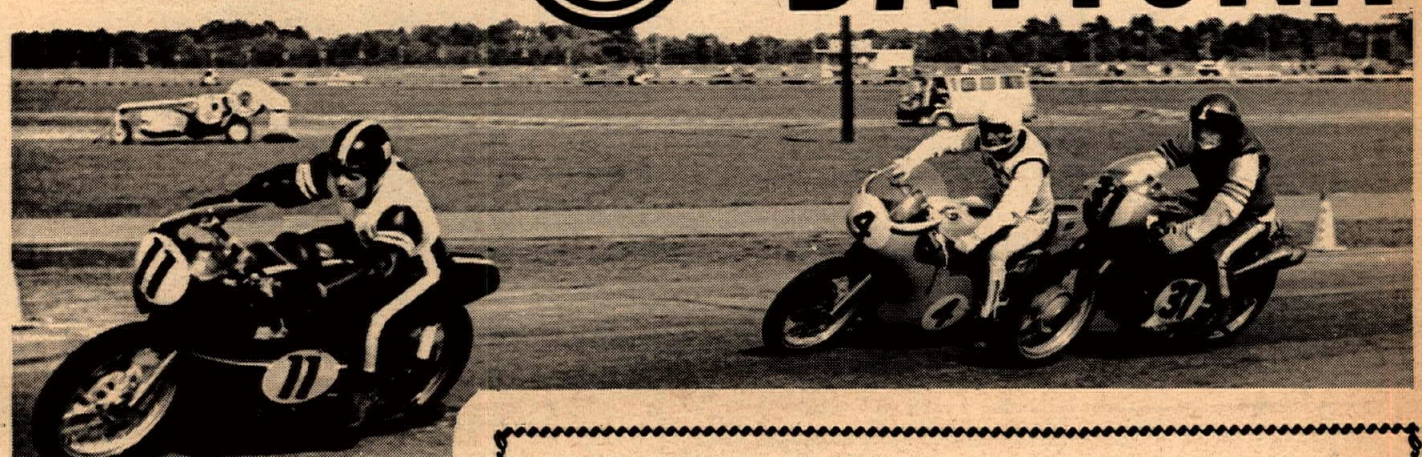


Texas novice J. C. Kluseman parted company from his Sprint in spectacular fasion. No injuries resulted.

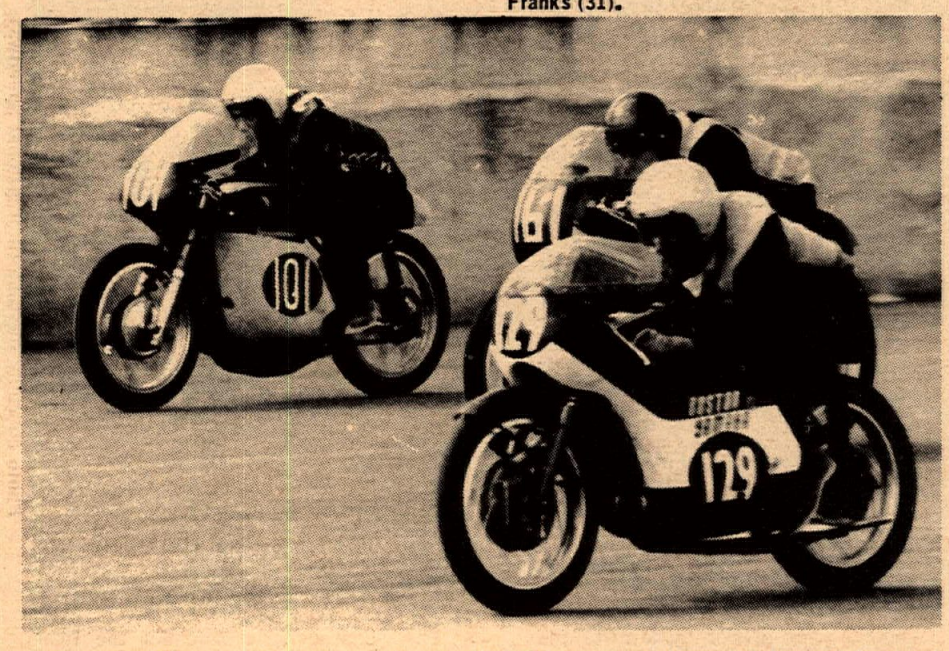
DAYTONA



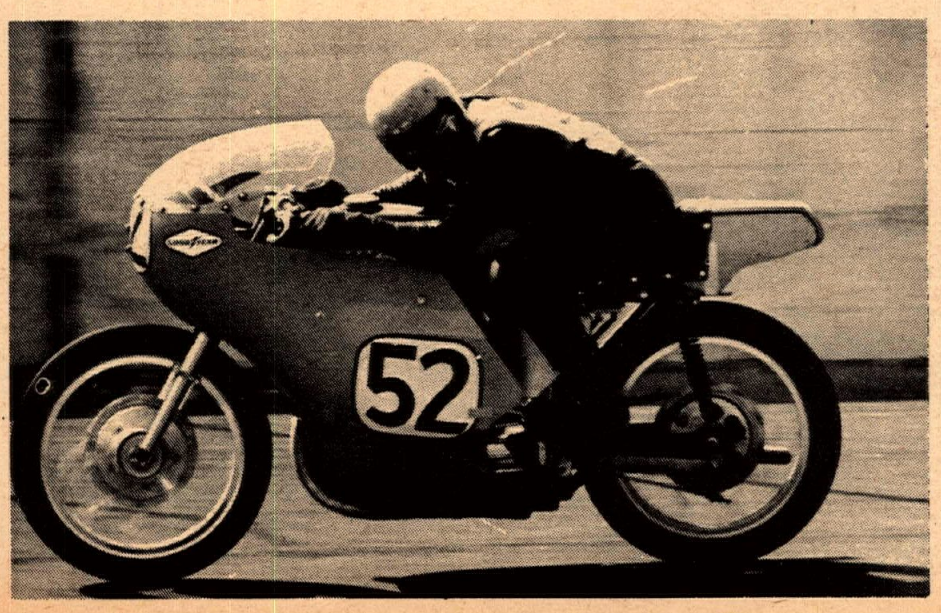
Former winner Elmore finished 2nd.



Amateur action: 2nd place Ron Widman (11), 3rd place Dick Woods (4), 14th place David Franks (31).



Lightweight riders provided close racing in all divisions - - sportsman, novice and Amateur/ Expert.



Novice John Cooper (52), 9th place finisher, sneaks a peek.

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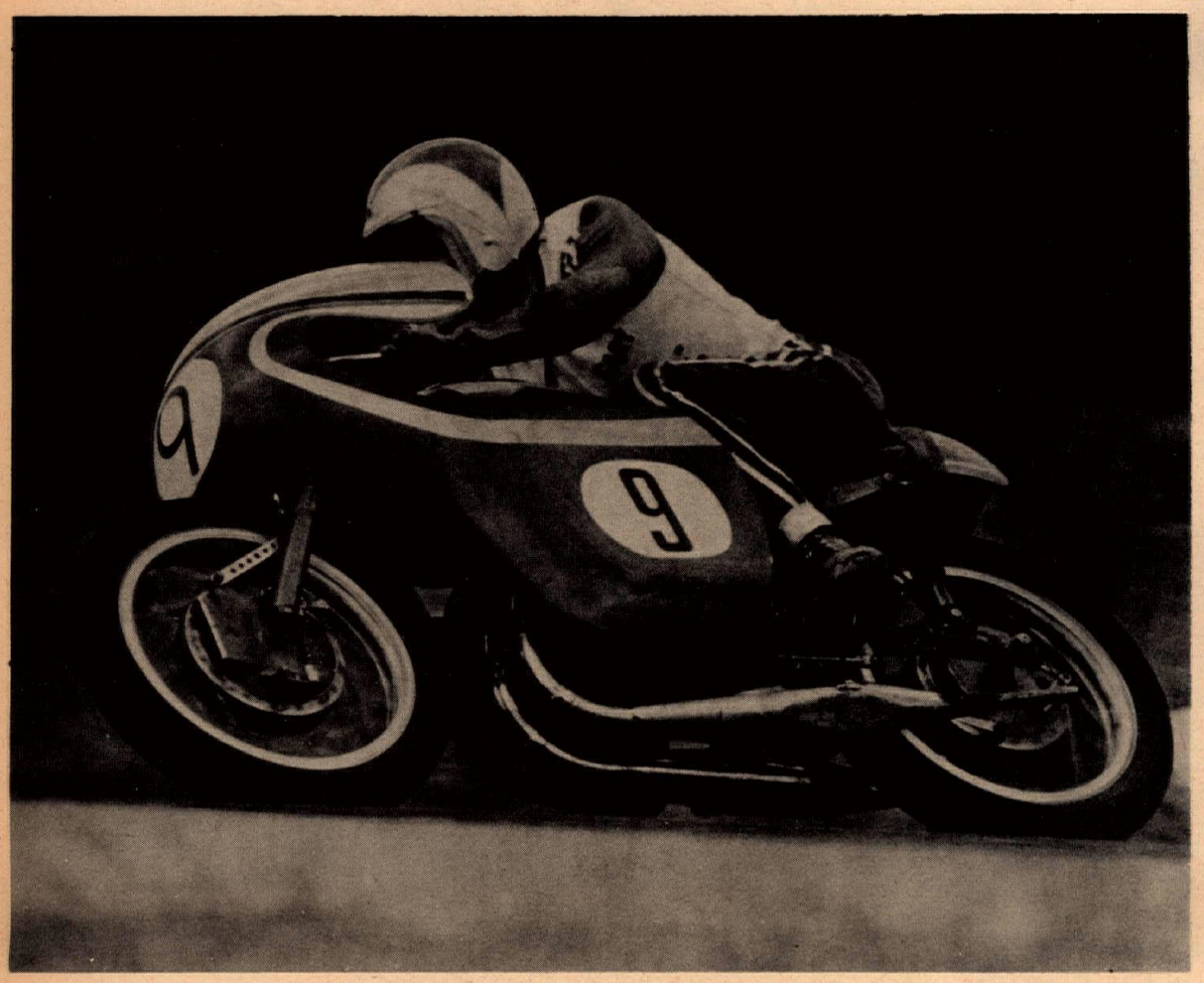
YAMAHA DOMIN

NIXON SETS RECORD AS YAMAHA AGAIN SWAMPS



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W. P. MARSHALL, CHAIRMAN OF THE BOARD — R. W. McFALL, PRESIDENT

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NL=Night Letter
LT=International Letter Telegram

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L LDYA001 PD-DY LOS ANGELES CALIF 19 42 1P PST-

YAMAHA INTL CORP-

LOSA -

ATTN: VICE PRESIDENT EGUCHI-

FOR THE THIRD YEAR IN A ROW YAMAHA COMPLETELY DOMINATED AMERICA'S BIGGEST MOTORCYCLE RACE AS GARY NIXON FLASHED TO A RECORD TIME IN THE AMERICAN MOTORCYCLE ASSOCIATION 100 MILE NATIONAL CHAMPIONSHIP FOR 250cc CLASS MACHINES AT DAYTONA BEACH, FLORIDA. YAMAHA NEARLY DUPLICATED FOR THE THIRD YEAR IN A ROW ITS HISTORY-MAKING 8-OUT-OF-10 VICTORY BY TAKING 7 OF THE FIRST 10 PLACES IN THE 1967 CLASSIC. DESPITE WINDS GUSTING TO 40 MILES AN HOUR, THE 26 YEAR OLD NIXON, FROM BALTIMORE, MARYLAND, GUIDED HIS YAMAHA TO A RECORD 94.090 MPH AVERAGE SPEED.

PLACE	NO.	NAME	HOMETOWN	BRAND
1.	9	Gary Nixon	Baltimore, Maryland	YAMAHA
2.	16	Dick Hammer	Lakewood, Calif	Suzuki
3.	21	Robert Winters	Fort Smith, Ark	YAMAHA
4.	114	Dick Newell	El Monte, Calif	YAMAHA
5.	31	Donald Twigg	Hagerstown, Maryland	YAMAHA
6.	190	Frank Camillieri	Chelsea, Mass.	YAMAHA
7.	81	Norman Stovall	Lubbock, Texas	YAMAHA
8.	26	Yvon Duhamel	Montreal, Canada	YAMAHA
9.	161	Sonny Gager	Jacksonville, Fla.	Kawasaki
10.	124	Don Butler	Woodridge, N. J.	Kawasaki

ONCE AGAIN THE SUPERIORITY OF YAMAHA PRODUCTION MACHINES WAS UNQUESTIONABLY PROVEN-

JAMES JUNGU

WU1201(R2-65) THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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BAKERSFIELD
Melvin C. Dinesen
116 Kentucky Street

BANNING
Cycle Sport Center
41051 Highway 99

BARSTOW
Larry's Cycle Sales
27214 W. Hwy. 66

BELLFLOWER
Bellflower Cycle
9135 E. Compton

BLYTHE
Holiday Cycle
728 W. Hobson Way

BRAWLEY
Tunney's Sport Shop
174 West Main

BURBANK
Roehr Bros. Inc.
341 North Glenoaks

CANOGA PARK
International Mcy. Co.
7233 Canoga Park Ave.

CHULA VISTA
South Bay Yamaha
165 Broadway

COMPTON
Custom City Yamaha
15721 S. Atlantic Ave.

COSTA MESA
Award Motors Inc.
145 East 17th St.

COVINA
Yamaha Speed Center
444 N. Barranca

EL CAJON
Don Vesco Mcy. Sales
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ESCONDIDO
Don's Escondido Cycles
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FONTANA
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17015 Foothill Blvd.

FULLERTON
Gilbert's Boats
1102 S. Harbor

GLENDALE
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GOLETA
Power Research
269 Orange Avenue

GRANADA HILLS
Granada Cycle Sales
17622 Chatsworth

HEMET
Valley Cycle & Sales
45002 E. Florida Ave.

HUNTINGTON PARK
S & L Yamaha
5938 Pacific Blvd.

INGLEWOOD
Yamaha of Inglewood
635 S. LaBrea

LA CRESCENTA
Crescenta Valley Mcy.
3629 Foothill Blvd.

LA HABRA
Johnny Gibson Mcy.
901 W. Whittier Blvd.

LA PUENTE
Bert's Motorcycles
800 N. Blendora

LANCASTER
Don & Rays Mcy. Shop
1223 W. Avenue "I"

LEMON GROVE
Lucky Yamaha
7345 Broadway

LOMPOC
Lompoc Valley Mcy.
307 W. Ocean

LONG BEACH
Ace Bike Shop
1100 E. Artesia

Jenkins Sports Center
2620 E. Pacific Cst.Hwy

Long Beach Triumph
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PALM SPRINGS
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PASADENA
Mason Motors
3360 E. Colorado

Milne Bros.
1935 E. Colorado

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March 20, 1967

MEMO TO: Yamaha Racing Manager, Riders and Team

FROM: Yamaha Advertising Manager

Congratulations on winning the 250cc race at Daytona with 7 out-of the-first-10 places. As in the past two years, the superiority and reliability of production Yamahas has once again been unquestionably proven. Our job is to convince people that Yamaha is the finest performing, most reliable motorcycle in the world. You've certainly made this job easy.

I know I can speak for everyone at Yamaha when I say we are indeed grateful to Gary Nixon, Robert Winters and all of the other riders, team members and factory personnel for making this landslide victory possible for the third consecutive year.

We're also very pleased with the showing made by Tony Murphy and Mike Duff who rode the only two Yamahas entered in the big bike race, spotted the competition 150 to 400 cubic centimeters, and finished 18th and 19th in the racing debut for the Yamaha 350's.

I understand we won the 125cc Sportsman Class race also, with Bobby Sandidge of Houston taking the honors.

Confidentially though, you don't think we're slipping do you? I mean we only took seven of the top ten positions this year, but in 1965 and 1966 we took eight???

YAMAHA WINS 100 MILE NATL. CHAMPIONSHIP NOVICE RACE

Kenny Stephens of Sarasota, Florida led a field of 80 entries to the checkered flag for the 100 mile Novice Class event at Daytona Beach, on Saturday. 10 of the first 20 finishers were Yamaha-mounted.

YAMAHA WINS 125cc SPORTSMAN CLASS

Bobby Sandidge of Houston, Texas easily won the 125cc class Sportsman event at Daytona Beach. He led the entire 15 laps over the twisting 1.63 mile infield course.

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ARIZONA CHAMPIONSHIP TT

Triumph-mounted Bill Barnes (#33) withstood much pressure to finish second overall.

PHOENIX FLASHES

By John Fox

Arizona State Championships – Eastside Cycle Park-Tucson

If you weren't here you missed some fantastic riding by all at the Arizona State Championships. It was The boys from California who took home a share of the trophies. Maureen Lee arrived from the coast to cover the race, but my congratulations go to Keith Mashburn for his second place in the 250 Expert class and his Sweepstakes win. California's Monte Darling annexed third in the open class.

Two of Phoenix's fastest fellows were felled during practice. John Sellers took a bad spill and decided that with a questionable shoulder injury he would sit this one out. Byron Boaz had an oiling problem with his bike, so he became a spectator also.

Also out was Dan Perko with a broken stator. Dan borrowed John Seller's bike and cleaned house on that Triumph. He won first overall in the open class from a handicap start. The open amateur and open expert are run together. Monte Darling gladdened the hearts of Honda-lovers because he had a **running** 450 Honda that got him third overall and good old steady Bill Barnes #33 on his Triumph rode a tough second place overall.

Herb Morris had the track well prepared and officiated for the race. They were run Moto-cross TT with small bike sweepstakes and a sweepstakes for the big bikes and also a wheelie contest.

Single-Filing

The 125 Amateurs were as always a real ball to watch with Lakin Gabbert #2 on a Yamaha 100 Twin finishing first and #24 Brian Ross on a Bridgestone 90 second, with #4 Dave Isley on a Yamaha 100 Single filing in third place.

Here are the results of the 125 Expert class: Jim Halford #7 took first, Tom Halford #9 took second and #198 Harold Phelps took third on his Yamaha 125. I might mention that for riding expert class, these two Halford Brothers, neither of which is over 16 years old, ride pretty darn good. Also the 125 winners of the expert and amateur classes were all from Phoenix.

The "250 terrors," or amateurs, were somewhat one-sided as #11 David Battershall, better known around Tucson as David Montesa, made it a runaway for all three races. Another notable who gave it the old college try was #15 Jim Parker on a Husqvarna. This was Jim's first race and he took third.

In the 250 Experts there was another Halford brother, if you can believe it. John Halford is a very impressive rider. He rides Ducati #120. The coast's fastest 250 expert, Keith Mashburn #4x on a Greeves did a real fine job. They finished; first—John Halford #120 on a Ducati, second—Keith Mashburn #4x on a Greeves, and third—Carl Patrick, also from California, riding #1x on a Bultaco.

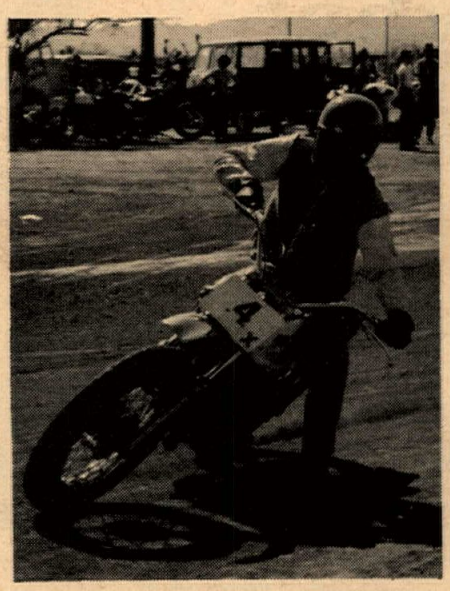
Wheelie Champion

Joe Klecak on his Triumph rode a fantastic 152 foot wheelie to win that contest.

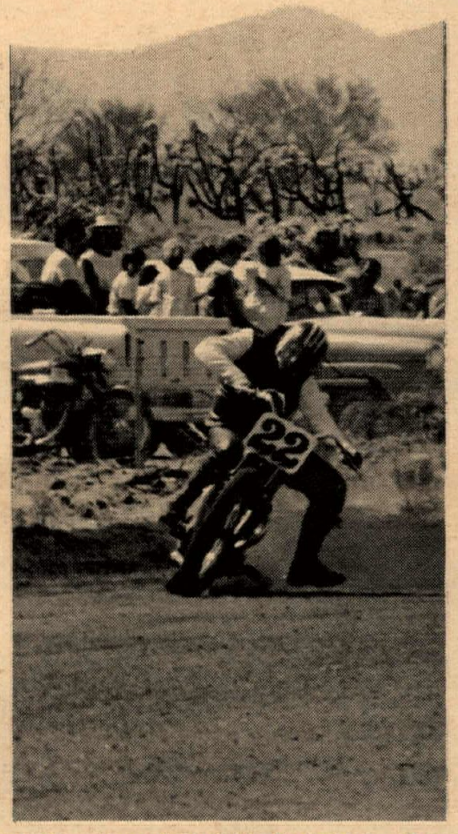
The small bike sweepstakes found 125 Amateur and Expert and 250 Amateurs riding together—thirty bikes everywhere! A well known Phoenix lad took first, #2 Lakin Gabbert on a 100 Yamaha, second was Brian Ross on a Bridgestone, and third—Tom Halford on a 100 Yamaha.

The big bike sweepstakes was very fast with a terrific race for first between John Halford and Keith Mashburn. About five feet from the finish, Mashburn passed John Halford by a half wheel and a Tucson rider Butch Hawley took third on his Harley-Davidson Sprint.

(Results on page 21)

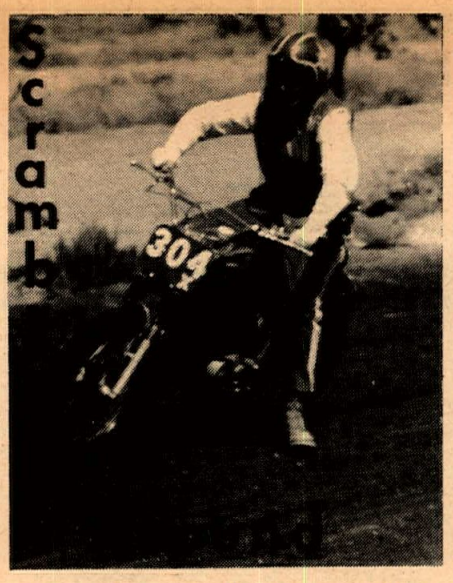


Impressive performance was turned in by #4 Keith Mashburn and his going Greeves.



Slidy surface at Eastside Cycle Park makes for spectacular scrambling. Attentive fans like the action.

Wheelie contest was a Tucson crowd pleaser. Here, winner Joe Klecak does his stuff.



They always say that the second time back to a place isn't as good as the first time. Well, this year's trip to Tucson was even better than last year and that's going some. On Saturday night, Herb Morris, one of the owners of Eastside Cycle Park and his charming wife Arlene hosted us and the "Greeves Group" with steak dinners at Pinnacle Peak. If you've ever been in Arizona and haven't eaten at a Pinnacle Peak, you missed a treat! The steaks are so huge it looks like they just took the hide and horns off a steer and plopped it on a plate! Of course, there may have been some subversive activity going on there, like trying to weigh some of us Californians down so we couldn't go fast the next day!

Anyway, it was an evening to remember with considerable bench racing going on throughout the whole meal. Sunday was of course, TT-Day and come morning it looked like a District 37 race in the pits with all the Coast crowd ready and waiting for practice to start way ahead of the first local riders! As usual all those laps of practice took their toll on machinery. Don Harris had a marvelous time sliding around the track until something let go, making a spectator out of him. He tried to look ferocious and blame us for suggesting "the team for Tucson" but just couldn't manage it. He'd still had enough fun practicing to make the trip worthwhile.

How The Coast Team Fared

Carl Patrick was flying in practice until a piston stuck and things got pretty frantic with repair work going on almost until race time but he got his faithful 'Taco back together in time and brought some gold back with it. Monte Darling had to change gearing and then found out in the uproar to get out of the shop in time he'd left his tools behind, but the crew came to the rescue and he wowwed the local contingent with an exhibition of how fast big Hondas can go.

When the events were drawn up, we had riders in just about all the five classes and all of them did well, some exceptionally so. Bill Fulton on a 160 Honda ended up tieing Husky-mounted Jim Parker for a third in the 250cc Novice class, the event with the largest number of entries. Bill proved the point that you don't necessarily have to have the same number of cc's as the other guys to beat them.

Wish We Had Him Here!

Beautiful track surface makes for pleasurable riding at Tucson. Above, Keith Mashburn (4x) wound up victorious in 250cc event. Below, top finishers pose with the rewards of a job well done.

The 250 expert class was really wild. Arizonan Johnny Halford aboard a Ducati can really haul around that track! Keith Mashburn and Carl Patrick with all stops pulled just couldn't quite outdo him, much to the delight of the naturally partisan crowd. That is, until the Big Bike Sweepstakes at the end for the beautiful Arizona Championship trophies. Halford was leading just about the whole time, and, like all the local talent, was faster over the twisty sections which they know by heart. But the Californians all seemed faster on the half-mile section, which at Tucson is just beautiful. It just goes and goes and goes! Anyway, Halford is going around it flat out and right on his tail is Keith Mashburn on his TT Greeves with a tremendous drive going and just before the finish line he crawled by the Ducati to win. Needless to say, the Coast group all bunched together at the end of the straight were just about hysterical! The track definitely favors the smaller bikes as the Sweepstakes proved, with all sizes from 250 to 750 out there together and not much of a handicap given.

A guy from Phoenix named Dan Perko on a Triumph won the open class. He'd sling that big machine down at the end of the straight and fairly blast around the turn in a big, hairy slide. Quite spectacular to say the least! We's sure like to see him at Prado where he could use all that power. Carl Patrick on his Norton and Monte Darling on his Honda made good challenges, but it was Dan's day, although Monte did collect the third place trophy, in spite of one exciting trip off into the boonies.

Ridin' and Racin'

So all in all it was worth the trip, and now we are looking forward hopefully to next year. This year we fielded more riders than last so next year we'll get on the bandwagon again and really try to do 'em in. In closing, we wish we could get Herb and Johnny of Eastside to prepare some of our California tracks! Whatever it is they do to the surface here, it is smashing! It's oiled and even after a full day of racing it hadn't beaten into a solid groove or become torn up badly and it hadn't dried out into dust although they didn't work on it between races and it was a beautiful warm day.

Not only that, it took you back to the "good old days". This was a real fun scrambles, everyone got to ride four times plus all the practice they could take and things are so relaxed that some guys even rode their bikes to the races, competed and rode home again. Not much like District 37, eh what?

John Halford and his Ducati led the 250 race—until the checkered flag was in sight.

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HARE SCRAMBLES AT HI VISTA

By Dick Wright

J.N. Roberts, #13 on a 360cc Husqvarna, bombed his way to first overall on a rough, choppy and sandy 25-mile course that was really a test of man and machine.

The race was started twice because of a mix-up on the starting truck. On the restart, Howard Beach, #33 on a Triumph, led it to the smoke bomb, with Larry Bergquist on a BSA Victor right behind him. These two riders were really moving in this twisting, choppy sandwash where the smoke bomb was set up. There was a 45-degree turn in the rough and Beach never let off, looking as though he was determined to take the overall win if the bike could stand it.

After the smoke bomb, the course went up a deep, winding sandwash onto a sandy trail for about two miles, then back into an uphill sandwash. The course turned left out of the wash down a steep, sandy hill about 30 feet long, then back into a sandwash which ran downhill for about 4 miles and turned onto a mile-long fire road, finally coming back into a sandy trail. Heading back to the pits, there was an Ascot-type jump that sent some of the riders airborne, then one mile of trails to the pits.

Tough Break For Beach

It was going to be a 3-loop race, and coming into the pits the first time around Howard Beach was still the leader, with J.N. Roberts now running second and Bob Belt, #1x, holding third spot. Beach was still in the lead on the second loop, but by this time the course was really torn up with deep ruts, and after the second gas check it began to take its toll on Beach's bike. The machine just quit — a tough break for the 17-year-old hotshoe. Roberts then moved into the lead and held it to the finish line, with Belt only one minute behind.

Oliver Angel, #470, an amateur on a 500cc Triumph, took third overall and first amateur, traveling well in fast company. Ken Knudsen, #42 on a Triumph, was fourth overall and first Open Expert, but he only beat Mike Patrick by about a foot after a really gutty race to the finish line. Patrick, #4 on a Norton, wound up fifth.

Hassle At The Start

Getting back to the start of the race, there was a large turnout of 360 big bikes and lightweights, and there were only two guys doing the marking, which took a little time. The radio man on the starting truck goofed, not realizing that there were a lot of riders who had not gotten their starting checks, and gave the word to drop the banner. One man dropped his side of the banner, but the other was not ready, his side was stuck in a vice, and half of the riders took off. Most of them got the word at the first check and came back for the restart a half-hour later. What are you going to do? It wasn't the riders' fault, because they did try to drop the banner. Just one of those things...

It is very difficult to run off a perfect desert event, as there is so much involved, but it is even harder to do if you don't have enough members. I can't say enough about the organization displayed by the Ridgecrest Sandblasters last week at the National. It was a good example for all of us. Two points I would like to pass on:

1. They had a lot of members wearing jerseys marking the gas tanks, and the boss, J.D. Williams, was standing out in front where everyone could see him, making sure that all riders got their checks. He then walked through the line of bikes and gave the signal.
2. Their pit area was over 100 feet wide, giving the guys plenty of room to race through, and no one was walking through the area. A winding, 20-foot-wide pit area is not enough room to race in.

ABOUT THE WINNER: J.N. Roberts' Husqvarna was tuned at Tracy's shop in

J. N. Roberts has good reason to smile after victory in Lost Angels three-loop Hare Scrambles. The 25-mile course presented many challenges to J. N. and his lusty Husky.

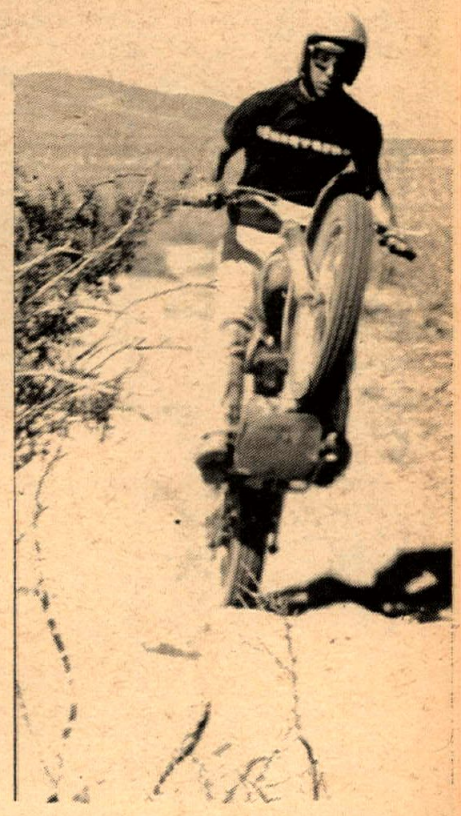
Lady riders made the Lost Angels scene too.

Son of a gun, there goes Howard Beach. He led for two loops, fell prey to mechanical woes.

First Open Expert was Ken Knudsen (Triumph).

Steve Kirk performed well, finished 12th.

Greeves rider Bob Belt took second overall, first 250cc Expert.

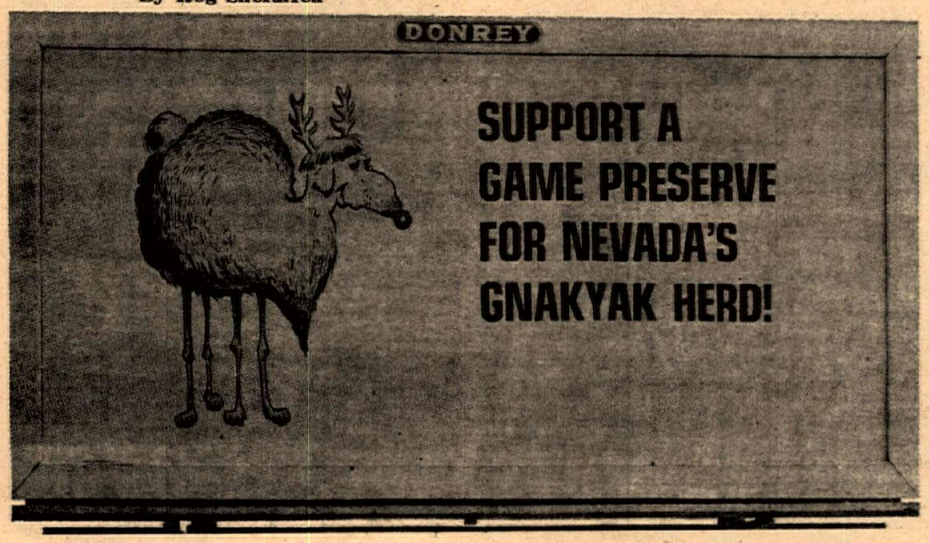


Photos by Dick & Jeff Wright

Left: Don Watkins (Greeves) hustles right along to 2nd 250cc Expert finish. Above: The desert-riding multitude gathers be fore start (s) of Lost Angels event. Right: Sandwash maneuvers by Malcolm Smith.

NEWS FROM NEVADA

By Reg Sheldrick



Here in Las Vegas, the latest publicity stunt is a series of billboards, T.V. and newspaper ads urging the public to "Support a Game Preserve for Nevada's GNAKYAK Herd." Well, I'll go along with the idea and suggest we give them one of our scrambles tracks. At the moment, and so far this year, we haven't had enough scrambles riders to support one of them and we have two.

Only twenty-three signed up to ride the Vegas Valley M.C. event today. The last four events of 1966 drew an average of 60 riders ... so WHAT HAPPENED? True, this year we split the SNRA points into Desert and Track. I don't think we have enough riders locally to do this; however, it was decided on years ago, and perhaps this is one reason. But although it may contribute, it is not the only reason for the lack of racers.

The Silver City Scramblers had 64 to 73 riders at Sunrise for their last three events. This same club had one rider, Tom Culp, show up to ride today.

I'm sorry that I missed the races at Sunrise last week put on by Silver City, I was told that the bulk of the members went to Ascot for the 100 lapper and that they also had a shortage of entries. Twenty or thirty reasons for the sudden lack of interest in scrambling have been tossed about, about 5 of these appear valid the rest are seemingly a poor excuse.

What's The Reason?

I further believe that a big step toward finding out the reasons for the poor rider showing is in the works. A pre-race airing was given at the riders' meeting by starter Gene Drew on the question of small entries, and he was given a few reasons by one of the non-riders. Gene then mentioned that a general meeting would be held soon to give all the riders a chance to air their views or gripes. This sounds like a good idea if Gene can get the guys worked up enough to really say what's bugging them, and this I think he can do.

As with any other group, too many interested people gripe and complain among themselves and outsiders then when the time to talk for the record, they clam up. If this meeting comes off, and brings some of the squabbles to light and solved, maybe we can get back to racing.

Thoughts while driving home ... Why can't VVMC renew their lease on the old LA highway track? ... Can Silver City M.C. afford $100.00 a day to race Sunrise or is this a wrong figure?...Are some young riders really too old to ride the track? ... Should this writer really not mention things that are bad and only good things and ignore the rest?...Is the VVMC track too fast for some racers?... Do Nevada's GNAKYAKS really need a game preserve?...

Burbank. Roberts is a member of the Checkers M.C., but has been wearing a Husqvarna jumper instead of his Checkers jumper, for which the club has been fining him $1.00 per week. Maybe after the win, they will ease up on him. Roberts has been a real charger for the last six months, getting in the first 10 in almost every race, so he was really due for this big win.

Trail Bikes

The 107 trail bikes were started 10 minutes after the big bikes, and it was another clean sweep for the Hodaka-mounted Morgan brothers. Jack took first place and Frank finished second.

Well, they did some racing today. In a combined 50cc and 100cc Novice event, Bill Williams (Hodaka) booted his mount home to the winner's circle, followed by John Slagle (Yamaha), with Dale Ferguson taking third on a Bultaco. Danny Sromalla (whose Honda is a constant source of conversation among two or three people who wonder..IS IT??..) again took the 100cc Amateur-Expert trophy. Jay Willey, Bridgestone mounted, had a few problems--unloaded, broke off a few bits and pieces and finally took a second place. Danny Darland put on a good riding display, led the third heat before separating from his Hodaka, still sound up third in his class.

The combined 250 class was won by Bob Tooley (who even took a whack at the Open riders in one heat) on a Bultaco. Second place went to Tom Jones (H-D); Chuck Hatcher was third. Tom Jones, who I've said before rides the fastest Harley in Southern Nevada, turned out on a shiny-new CRS 250 Sprint courtesy of local dealer Bob Knerr. It's always a pleasure to watch Tom ride. He is a great competitor as well as a Good Guy...I know he is because he had it written on his Harley T-shirt. Glad to see Tom get a reward for his loyalty to the brand. I know that he will be in the winner's circle on it before long, and welcome to the sponsoring ranks to Bob Knerr. Now, if the Triumph riders could get a little help ... oh, well!

"CHALLENGE OF THE CENTURY"

By Gene Drew

Silver City Scramblers M/C of Las Vegas picks up the traditional glove and takes a playful slap at California and Arizona riders, challenging them to meet in a Tri-State duel. This will be known as the "Silver State Classic."

The date, April 23rd at Sunrise Speedway, the Track with the Billion Dollar View. This will be the dueling ground; the weapons will be 50cc through Open Class motorcycles. Duelists, bring your choice of weapons and be prepared to do battle on the field of honor. The winners will be knighted as "Silver State Classic Champions."

New Date Set

The April 2nd date has been cancelled to allow preparation of the new surface. This dueling ground has played host to many California riders in the past (as some of the Dirt Diggers can testify).

Naturally, being a Dist. 37 point event, we are sure that the California and Arizona riders will not miss a chance to defend their honor. Local riders will be up and ready for the event and eager to take on all competition.

The course was a little rough on the trail bikes as the deep, sandy up-hill sandwashes were a little hard to pull. It was mostly third gear stuff except on the short fire road.

Norm Benham, #10 on a Hodaka SS, Stein Special, gave the leaders a good go and pulled in 3rd. The first novice in was Cleve Thomas on his Honda. Cleve was 7th overall.

The Lost Angels put a lot of work into their run. It is too bad they got a bad break. The course was well marked, and enjoyable to ride. The weather was just great which always makes for a good day in the desert.

(Results on page 20)

Californians can pick up lime at the Showboat Hotel on Boulder Hiway. Arizona riders turn right on Nellis off Boulder Hiway.

Gates open at 7 a.m. and practice begins at 9 a.m. Preliminary heats for small bikes will be held at 10 a.m. 250cc up racing at noon sharp. This allows plenty of time for everyone.

Class "C" traction only (this includes trails tires). Entry is $3.25 and includes $1.00 admission.

The hat is in the ring; who will emerge victorious? Again ... April 23, Sunrise Speedway, Las Vegas, Nevada.

TEACHERS, STUDENTS SIGN UP FOR SCRAMBLES SCHOOL

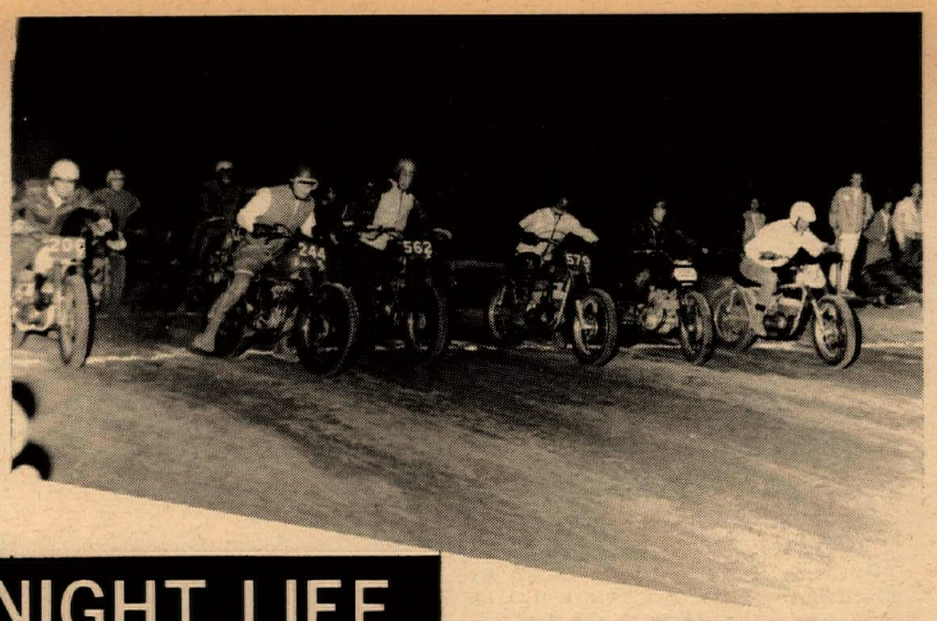
Qualified instructors, interested students and prospective landlords are requested to contact Bob Braverman about a riding school for would-be dirt churners.

Braverman and his partner have met success with their current road racing school. They have been prevailed upon to administrate a similar academy for the teaching of TT and scrambles.

Instructors should be accomplished riders in their own right, with both patience and willingness to teach. Landlords with suitable real estate near L.A. for the weekend school should contact Mr. Braverman and make it known. Students need have no experience. Write Bob Braverman at 6906 Colbath, Van Nuys, 91405.

The moto cross school taught by Torsten Hallman on his latest visit here attracted many students who all agreed it was time well spent.

NEXT WEEK APRIL XX FOOLISH



ELSINORE NIGHT LIFE

By Don Wallen

Quite a large group for this time of year, made it to the latest Elsinore Night Scrambles. One hundred and thirty-nine riders and 400-plus spectators showed up, which, considering all the local races, is an encouraging turnout.

Vegas Invaders

Down from Las Vegas to do interstate battle this week with the regular Elsinore riders were Chuck Hatcher on a Bultaco and friendly arch-rival R. Tooley also, on a Bultaco. Our own boys put on a good fight, but the Las Vegans were too much for them. D. Russell, on a Montesa, was able to hold R. Tooley back for one moto. After that it was Tooley all the way with C. Hatcher catching a second in the third Moto and E. Olesen a second in the Main. D. Russell rode to a well deserved third in the Main. These guys from Vegas said they had to cool it because of a race in Phoenix the next day. All we have to say is come down more often!

Four Straight

Bultaco-mounted Jim Dunham, who has won here half a dozen times, did a good job in the 200 Novice class, running away with all the hardware after four straight wins. Dunham's only competition came from L. Raven, on a Bultaco, who took second in the main, and third place R. Brier, also riding a Bultaco.

100cc Bash

In the first two motos, a good battle for first place honors took place between Cris Smith, Kawasaki, R. Burkert on a Hodaka, and A. Sparks on a Yamaha. The first two were won by Smith, and quite a battle it was. The third moto and the main event went to Burkert, who is becoming a real threat. Watch out for Cris and Arvil next week, Burkert! The 100cc novice and expert riders comprise one of the largest classes at Elsinore. Some of the 100cc riders have said, "the track was made for us."

Photo Finish

The closest finish of the night and one of the best duels was seen in the first moto. Elsinore expert Ron Stinnett made his usual hole shot on the field but was dogged right to the wire by hard-charging Arvil Sparks. Sparks finally made good his bid for first place by getting past Ron in the last forty or fifty feet. It looked like Arvil's front wheel was no more than six to eight inches ahead at the finish line. The eventual winner of the main was Sparks after having fought off D. Lenar and Stinnett, both BSA mounted.

The novice ranks again saw the determined riding of L. Davis on his newly repaired BSA running out in front of Art Sparks in second on a BSA, and J. Smith on a Matchless.

Sweeps

In the sweeps we saw Paul Coberly taking the flag by a wide margin against Norton-mounted R. Fish, R. Tooley on a Bultaco, and R. Burkert on a Hodaka. Well, Paul did the job on the big guys for just two laps with the small Hodaka. Then it was as if Paul had suddenly shifted into reverse as Fish rumbled by on the Norton, followed by Hensley. Luck intervened today for Hensley because hapless Fish fell on the next to the last lap, allowing Hensley to capture the win. 7x took second place and R. Burkert on the Hodaka came in third. Regular races are scheduled for next week, so cross your fingers for warm weather and let's all go to Elsinore.

(Results on page 20)

BEWARE ... NEXT WEEK. ARE YOU READY?

MERV WRIGHT FEATURE

Mervyn Wright, formerly of England, now of Richmond, Calif., wistfully smiles when he shows you a small bronze trophy on his mantlepiece.

"That cost me $3,000," he says, "It's the most expensive thing in the house."

The trophy is a Bronze Replica, and Wright won it in a little more than two hours on the Isle of Man in 1965.

Mounted on a sleek Norton Manx owned by British short circuit star John Cooper, Wright averaged nearly 90 miles per hour over the six 36-mile laps of the famed Tourist Trophy course.

Speeding around the picturesque island with Wright that day were the world's finest motorcycle road racers, drawn by the immense prestige of a win in the TT, the ultimate competition event for road-going two wheelers.

25th At The Island!

Running in a field of 150, through a continual downpour of rain, Wright came in 25th in a race where merely finishing is a great feat.

Currently a top regular in California AFM racing, Wright is still a fierce competitor on 50 and 125cc Hondas, Orrin Hall's 250cc Parilla, and a newly imported kneeler sidecar Sunday, March 26, at Cotati.

Despite the tremendous popularity of cycle racing in England, Wright didn't enter competition until he came to the United States five years ago.

"The only reason I didn't race in England was I couldn't afford it and there are too many people there who want to compete," he said.

"The English road racing season runs from April to October, about 92 meets, and every one is over-subscribed," he explained. "Over there a new rider buys his machine and if he gets to ride it three times the first year he's going extraordinarily well."

Wright was an avid cyclist on the street and used a motorcycle for transportation from the age of 16. "It's a major form of transport over there because the roads are so congested and gas is so expensive. I used to ride all year, in rain, snow, fog and what have you."

In Business With a Banger

Wright got interested in American racing when he arrived in the United States and found that to continue his medical practice (he was a podiatrist in England) he would have to take two years of pre-med classes.

"I couldn't see going back to school full-time for two years and trying to support a family, too, so I got a job in a motorcycle shop," he says.

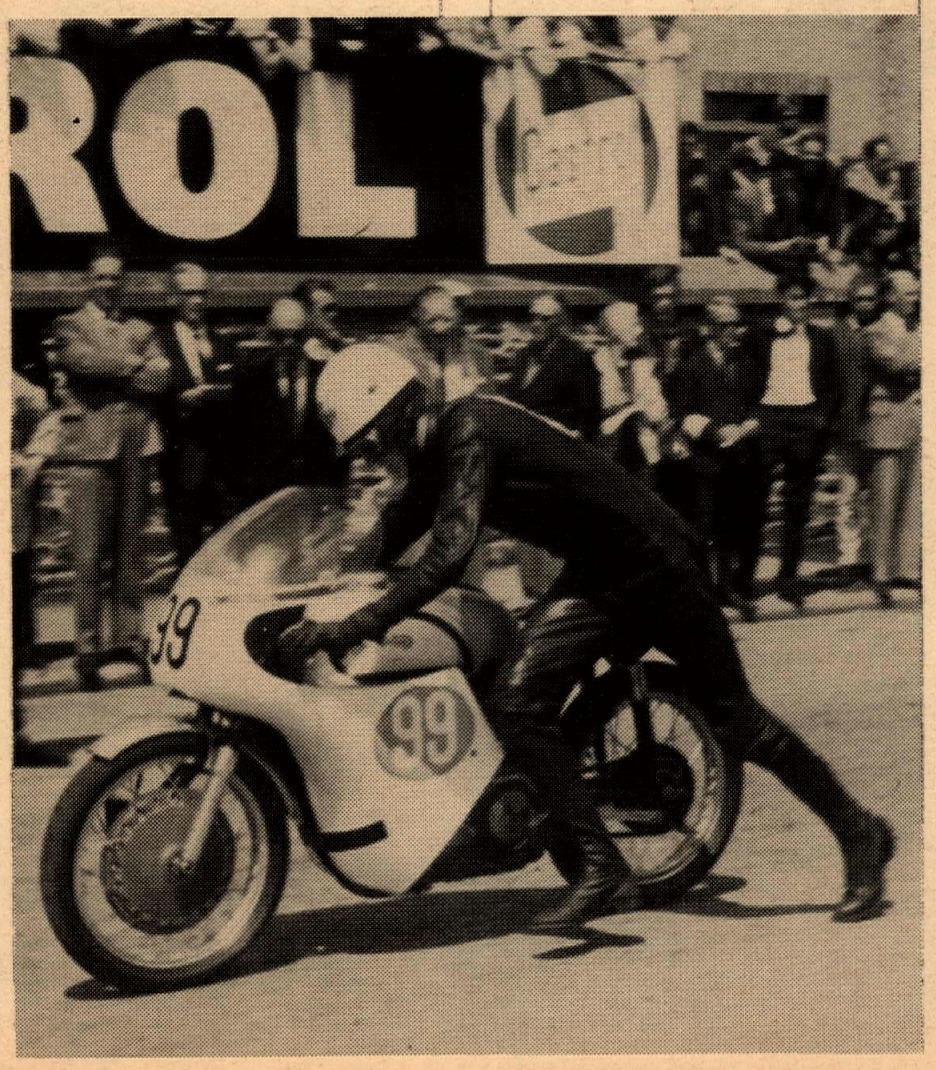
Shortly after taking the job, Merv bought a Manx Norton and was in the racing business with a bang(er). He had to sell the Norton later to get the money to make his Isle of Man trip in 1965, so when he was offered a ride on a pair of Hondas owned by J&K Cycle Inn of Richmond he jumped at the chance.

The machines were later sold to Marvin Hambrick, ex-world champion skeet shooter and owner of a chain of Giant Hamburger stands in the Richmond area, who continued to sponsor Wright.

Although Merv is devoted to racing, he concedes there are some times when it is extremely frustrating.

"I remember in the Senior race on the Island," he recalled, "I was running along the Sulby Straight, a flat area about a mile long and dead straight. I was doing about 127 mph when I was overtaken by Mike Hailwood on the MV four doing about 40 miles per hour faster than I was."

"It nearly sucked me off the bike."



Richmond, California's Merv Wright pushes off on the start of the 1965 Isle of Man TT.

Elmer Kraus broke on through to win the 650cc Novice after a going change of place.

THE SCRAMBLES IN THE RAIN

By Doug Richmond

Neither my son or I had ever been to Ingram Canyon where the Stockton Motorcycle Club was holding their March 12 Scrambles, but by following the directions in the Calendar section of Cycle News we only missed the place by twenty-five miles or so. After wandering around Modesto for an hour trying to find somebody who had heard of McCracken Road or a "sickle race" we happened on a knowledgable Highway Patrolman and he set us on the right path.

We felt kinda stupid until we discovered that we weren't alone. Several of the riders had wound up in Modesto like us. Some of them probably turned around and headed back for their own hearth and never did make the event.

Too Wet For Boats

Arriving just in time for the preliminaries, we brought the rain with us. And I don't mean "shower," "sprinkle", or even "Oregon Mist." I mean the pure quill that wets everything from cameras to spirits and keeps on and on.

CN Photographer Johnny Ramos was there with more foresight than I had — he was wearing a rain suit complete with parka and umbrella. All I had was a beret to keep my naked head dry.

Bob Roche held honors by capturing the 350cc-50cc Novice event.

The track was laid out partly on a grassy hill and partially in a creek bed — only the creek was a raging torrent.

The hill section promptly lost most of its grass and the underlying dirt got slicker with use as the rain continued. Luckily most of the track was very wide and as the riders were not confined to a narrow path, they spread out pretty much all over the hills and managed to stay on their wheels thereby.

The creekbed portion of the track contained a stretch where the riders had their choice of water skiing or moving over on dry land and swinging wide on the corner.

The latter route was much the slower and so the more knowledgable riders threw up some tremendous splashes!

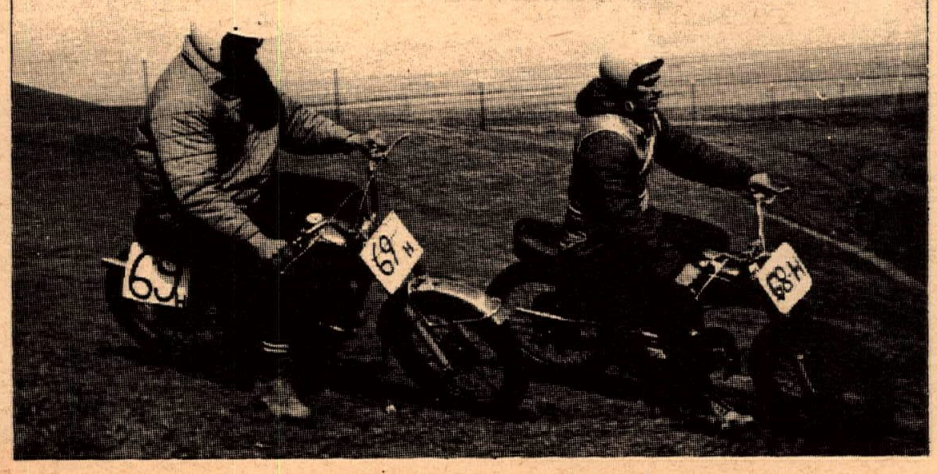
The harder they raced the harder it rained. My camera's got waterlogged. The wind drove the rain almost horizontal at times.

As one "wet-shoe" was heard to remark between chattering teeth, "You gotta be a real enthusiast to leave a nice warm sedan in this kinda weather!"

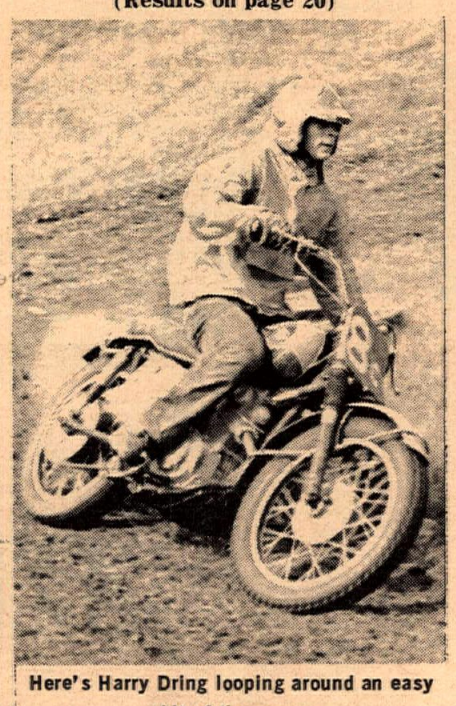
Arriving home, I read in the paper that Sunday's boat races were rained out. When it is too wet for boats the cycles still run!

(Results on page 20)

Don Stove on his Matchless single did well this day—considering a shifty CZ.



First & second positioners Stanford & Roche vie for top Novice honors.



Here's Harry Dring looping around an easy bit of the course.

Montesa mounted Monegan marvels mit mud.

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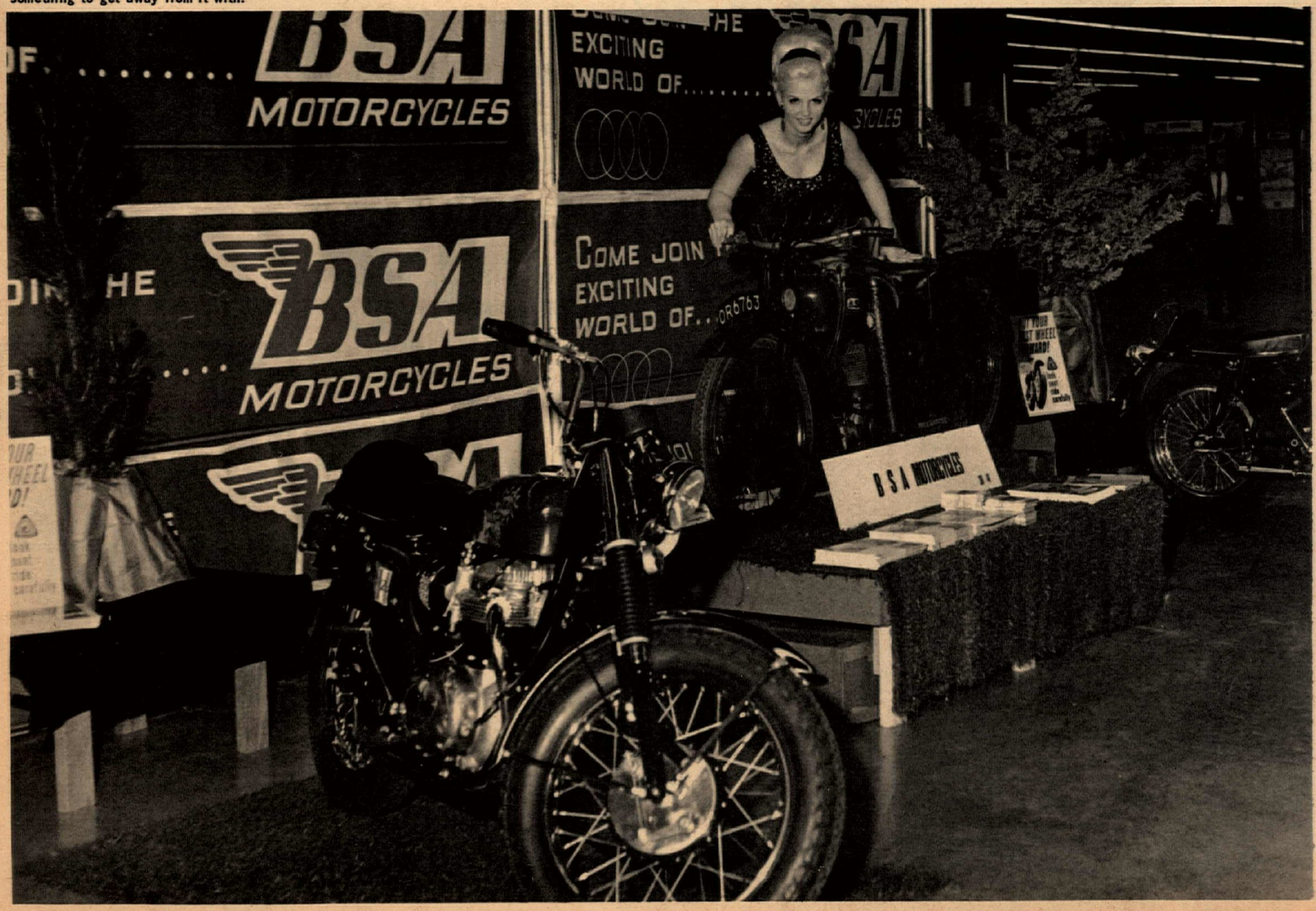
HOW TO

Heigh-ho, show bunnies, spotlight time is here again! First there'll be the Sportcycle show at the Los Angeles Shrine, Exposition Hall this coming April 6 through 9th, followed soon in June (2-3-4) by the Cycle World Motorcycle Show in the L.A. Sports Arena. Even before then, there'll be the annual Daytona Cycle Show on the Florida shore the week of March 19. And after these, who knows? Shows, shows, shows.

With all the spotlights on the motorcycle world, Cycle News publishes this guide on how to succeed in Show Biz by trying a little harder. Case in point is BSA-Western's exhibit at the recent (December) San Francisco Sportcycle Exposition. Held across the Bay from their former Oakland home, the show gave the Beezer-folk a chance to show the flag again for their Northern California dealers.

STEAL THE SHOW

And speaking of models... have a pretty one on hand to decorate your displays. After all, motorcycles aren't everything.



And bring the special interest bikes, if you have some— racers, antiques, factory specials and customs. This ancient BSA illustrates the long history of Birmingham Small Arms.

DAYTONA continued

These two fine young riders (Fulton is 19, Odom 18) took off from the drop of the flag and left the rest of the record field far behind at the end of the first lap. Odom led across the line on lap one, Fulton was first on laps 2-3-4, Odom was back in front on laps 5, 6 and 7. They were cut from the same mold and tied together.

The duel ended on lap eight when Odom came out of the infield and back on the oval portion of the track too hot and crashed hard on the bank. He had laid the machine over too far and the exhaust pipe had hit and vaulted the northern Calif. ace high into the air and into the crashwall.

Fulton Crashes ... And Wins!

It was now Fulton way out in front by over a minute. The suspense was not yet, however, over. Late in the race, Fulton fell off going into the number one turn but was down and back up in a blink of the eye that was missed by many. He won by close to a minute and thirty seconds and became the first rider in Daytona history to win the novice race one year and the amateur race the next. It was a new track record by over two mph at 94.018 mph.

The race for second went right down to the wire with Ron Widman, H-D, edging Dick Woods, H-D, right at the line by less than a length. California's Dick Jennings missed third place by inches on a Matchless in a three-rider duel that also went right down to the finish with third, fourth and fifth place riders in a near triple dead heat finish.

Turning in a fine ride but being forced out due to mechanical troubles was Frisco's Art Bauman. He came from way back in the pack to take over third place, twenty seconds back of Odom and Fulton, early in the race to make it a one-two-three California runaway. When Odom crashed, Bauman was in second for six laps but could not close the gap on young Walt. Bauman rode a BSA twin.

The Novice 75-Miler

A record 180 novice riders competed in four heat races for the shot at the 80 starting positions in the 75-mile main event. Yamaha riders swept all four heat races with Lakewood's Dave Smith one of the heat race winners.

The final found the lead changing 13 times before Florida's Kenny Stephens, a third year novice, finally outlasted Illinois's Ron Muir on a Suzuki. Smith was edged for third right at the finish line by New England's Leon Cromer, Ducati.

Muir was the 1966 national sportsmen 250cc road racing champion while Stephens is considered the best in the southeast. Stephens and his Yamaha had fantastic straightaway speed, as did Muir on his Suzuki but the edge went to Stephens on the basis of his ability in the infield portion of the track.

One of the outstanding rides of the entire week was turned in by Steve Pederson from Long Beach who came from 50th starting position to finish a closing fifth place on his new Kawasaki. Doug Boiles, Hollywood, was also one of the front runners early in the race until he fell off. He came back to finish in 15th.

Muir's teammate, Tom Rockwood, did not ride in the event due to a blown gearbox during the final practice sessions prior to the running of the heat races.

The novice race speed was an average 88:868 mph. It was the only race that did not top the old record. The mark was set in '66 by Walt Fulton at 89:122 mph.

Sportsmen Events

Over 150 riders entered the five classes of sportsmen road racing events held at the speedway this year. 100cc class honors went to Texan Joe Bradley who was a runaway winner on his Yamaha 100 twin. Class two, for 125cc machines, again found a Texan, Bobby Sandidge, taking the win on his 125cc Yamaha single.

Class three, for machines in the 175cc bracket, had Florida's Jerry Hollingsworth on a H-D Scat model out in front at the finish over two Honda 160 models.

Bultaco won Class four honors for the second straight year with Harold Vogt from Pennsylvania in front of a Parilla and a Triumph.

The Class five event, the one with the largest entry, for 250cc machines, was a ding-dong duel between former Italian road racing ace, Sam Bertarel and Florida's Kenny Stephens. The race was decided on the final lap with Bertarel, a five-year veteran of the circuits in Italy the winner on his Bennelli.

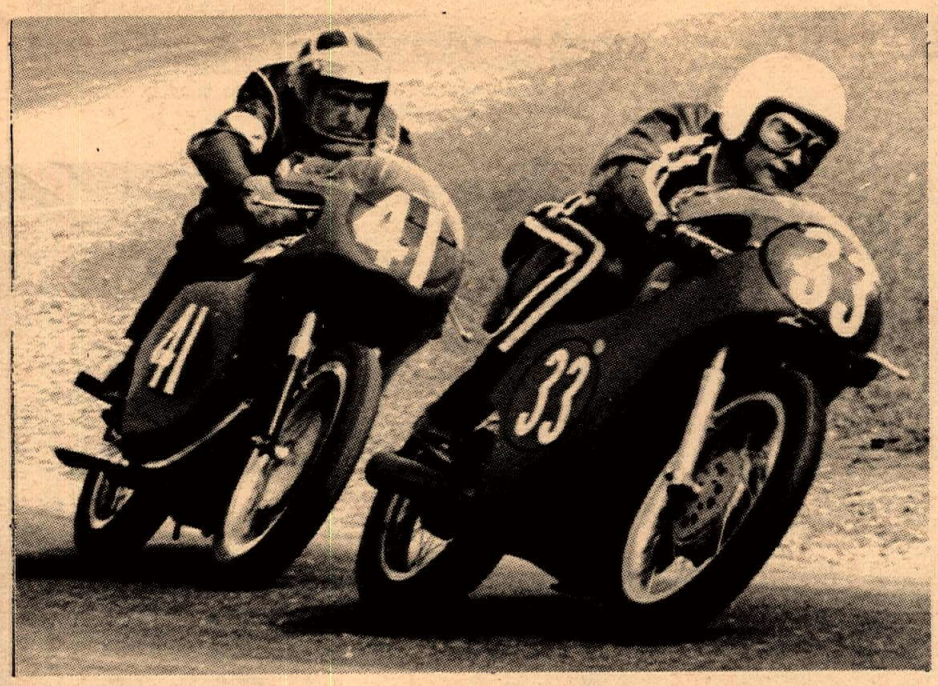
All classes except the class five 250cc event were held on the shorter two-mile course. The 250s raced on the regular 3.81 track. Lakewood's Dave Smith pulled a fourth in the 100cc class aboard a Bridgestone. Terry Donaher, Gardena, was running well within the first ten in the same class when he was involved in a three-rider spill. He was also Bridgestone-mounted.

Tom Rockwood, riding in the 175cc class on a Bridgestone, came from 21st place on the first lap to move into third on lap three but was forced out due to engine problems.

(Results on page 20)

Harley-Davidson one, two, three in the amateur division. Walt Fulton Jr (center) led the way home by a minute and a half, despite spilling. Proud dad Fulton Sr, Suzuki exec and race winner in his own right, smiles in background. Harley's Dick O'Brien is directly behind young Fulton. Second place went to Ron Widman (left) with Dick Woods (right) third. Lovely Miss Motorcycle Classics graced the scene all Speed Week.

YOU'LL ALWAYS SEE IT FIRST
IN CYCLE NEWS



Below: Happy novices receive their due. Yamaha-mounted 75-mile winner Kenny Stephens of Sarasota, Fla. (center) is flanked by 2nd place Ron Muir (#111 Suzuki) and 3rd place Leon Cromer (#146 Ducati).

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RESULTS

SEATTLE M.C. SCRAMBLES
March 12 1967

100cc MAIN
Roger Bennett, Seattle
Roger Melstrom, Seattle

100cc B MAIN
Bob Frieves, Tacoma
Gary Beson, Kent

100cc A MAIN
Bill Langley, Milton
Dave Cliff, Olympia
Steve Sampson, Tacoma

250cc C MAIN
John Bromley, Tacoma

250cc B MAIN
Allan Councilman, Federal Way
Ron Bennett, Seattle

250cc A MAIN
Don Carnahan, Renton
Sandy Saunders, Tacoma
John Kent, Seattle

500cc B MAIN
Dennis Andes, Seattle
George Bushell, Olympia

500cc A MAIN
Doug Anderson, Federal Way
Dallas Jacobsen, Auburn
Scott Henderson, Tacoma

200cc MOTO CROSS
John Watkins, Seattle
Dave Fyler, Federal Way
John Tom, Seattle

650cc MOTO CROSS
Chuck Winders, Olympia
Ken Beechie, Tacoma
Don Terry, Tacoma

(Race Results courtesy of Lloyd Albee, Northwest M/C Association)

DAYTONA NATIONALS RESULTS

Results of the 26th annual running of the 200-Mile Championship EXPERT Road Race over the 3.81-Mile track-road course, Sunday, March 19, 1967.

Pos.	Rider and Home	Machine
1.	Gary Nixon, Baltimore, Md.	Tri
2.	Buddy Elmore, El Paso, Texas	Tri
3.	George Roeder, Monroeville, Ohio	H-D
4.	Mert Lawwill, San Francisco, Calif.	H-D
5.	Calvin Rayborn, San Diego, Calif.	H-D
6	Wayne Cook, Richmond, Va.	H-D
7	Dick Hammer, Lakewood, Calif.	Tri
8	Gene Romero, San Luis Obispo, Calif.	Tri
9	Larry Palmgren, Freehold, N. J.	Tri
10	Swede Savage, Los Angeles, Calif.	Hon
11	George Montgomery, Bladensburg, Md.	Tri
12	Larry Schafer, Bladensburg, Md.	Hon
13	Bennie Bowden, Kalamazoo, Mich.	H-D
14	Gerald Seguin, San Pedro, Calif.	H-D
15	Eddie Mulder, Burbank, Calif.	Tri
16	Ronnie Rall, Mansfield, Ohio	H-D
17	Roger Reiman, Kewanee, Ill.	H-D
18	Tony Murphy, West Covina, Calif.	Yam
19	Mike Duff, Toronto, Ont.	Yam
20	Warren Flickinger, Denver, Colo.	H-D
21	Jack McNairy, Dallas, Texas	H-D
22	William Lloyd, Bladensburg, Md.	Tri
23	Neil Keen, Pasadena, Calif.	BSA
24	Dick Newell, Elmonte, Calif.	Tri
25	Lennie Waldo, Columbus, Ohio	H-D
26	William Werner, Bethlehem, Pa.	H-D
27	Frank Scurria, Glendale, Calif.	Duc
28	James Varnes, Vincentown, N. J.	Hon
29	Warren Sherwood, Cornwall, N. Y.	BSA
30	Jim Pegram, Hubbard, Ohio	H-D
31	Roger Bates, Williamston, Mich.	BSA
32	Frank Gayoski, Barberton, Ohio	H-D
33	Til Akehurst, Baltimore, Md.	BSA
34	Joe Messaros, Springfield, Ohio	H-D
35	Ron Kruseman, Oxnard, Calif.	Tri
36	Ralph Glorioso, Hyattsville, Md.	Tri
37	Tom Garrett, Colts Neck, N. J.	Hon
38	Robert Kinkle, Brooksville, Ohio	Tri
39	Dewayne Keeter, Gardena, Calif.	Vel
40	James Skinner, Auburn, Ala.	BSA
41	Earl Widman, St. Louis, Mo.	H-D
42	Clifford Bell, Evansville, Ind.	H-D
43	Bart Markel, Flint, Mich.	H-D
44	Bob Sholly, Camp Hill, Pa.	Tri
45	Al Urich, Omaha, Neb.	Tri
46	Dusty Cappage, Burbank, Calif.	Tri
47	Anson Holley, Baton Rouge, La.	H-D
48	Ken Clark, Lomita, Calif.	Tri
49	Don Vesco, San Diego, Calif.	BSA
50	Arnold Long, Champaign, Ill.	H-D
51	Ralph White, Torrance, Calif.	BSA
52	Ted Hubbard, Concord, N. C.	BSA
53	Rod Pink, Yonkers, N. Y.	H-D
54	Fred Nix, Milwaukee, Wisc.	H-D
55	Tom Heyser, Highland, Md.	BSA
56	Mark Heinemann, Daytona Beach, Fla.	H-D
57	Gordon Jennings, Seacliff, N. Y.	H-D
58	Chris Draayer, Salt Lake City, Utah	H-D
59	Ed Adkins, Hagerstown, Md.	BSA
60	Ted Heil, Dayton, Ohio	H-D
61	William Sholly, Camp Hill, Pa.	Tri
62	Yvon DuHamel, Montreal, Que.	Tri
63	Darel Dovel, Chicago, Ill.	H-D
64	W. T. Rufner, Ft. Worth, Texas	Tri
65	Al Gaskill, Utica, Mich.	BSA
66	John Zwerican, Clio, Mich.	H-D
67	Jim Leinweber, Chicago, Ill.	BSA
68	Robert Wilkes, Jacksonville, Fla.	Duc
69	Ronald Grant, San Mateo, Calif.	BSA
70	Pat Gosch, Omaha, Nebr.	Tri
71	Perry Caudle, Jacksonville, Fla.	BSA
72	Robert Winters, Ft. Smith, Ark.	BSA
73	George Longabaugh, Elverson, Pa.	H-D
74	Jim Hayes, Jr., Kingsport, Tenn.	Nor
75	Dick Mann, Richmond, Calif.	BSA
76	Larry McBride, Denver, Colo.	H-D
77	Donald Twigg, Hagerstown, Md.	BSA
78	Skip Van Leeuwen, Hollywood, Calif.	Tri
79	Richard Yeager, Sedalia, Mo.	H-D
80	Mason Corder, Sacramento, Calif.	Mat
81	Emery McKeen, Paramount, Calif.	Hon
82	Peter Ploskee, Jr., Kenosha, Wisc.	Tri
83	Charles Southgate, Nashville, Tenn.	BSA
84	David Clarke, Ravonsdale, Wash.	H-D
85	Dan Haaby, Lawndale, Calif.	BSA
86	James Henry, Belton, Texas	BSA
87	Robert Farmer, Clayton, Ind.	H-D
88	Dennis Haven, Hallandale, Fla.	Tri
89	Dick Herber, Blythville, Ark.	Tri
90	Dennie Shoenfeldt, Houston, Texas	H-D
91	Buster McCreary, Kansas City, Mo.	Duc
92	Edward Wirth, Manhatten Beach, Calif.	H-D
93	John Buckner, La Puente, Calif.	Hon
94	Danny Stein, Oak Forest, Ill.	BSA
95	Elmer Morra, Pittsburgh, Pa.	Tri
96	Doug Showler, Cleveland, Ohio	Tri
97	Jay Lawless, Stamford, Conn.	H-D
98	Joseph Ergle, Augusta, Ga.	H-D
99	Edward Campbell, Gramby, Conn.	Yam
100	Thomas Powell, Jacksonville, Fla.	Hon
101	Larry Corbin, Findlay, Ohio	Yam
102	Thomas Houston, Chicago, Ill.	Duc
103	John Franciskovich, Canton, Ohio	H-D
104	Peter Renz, Boston, Mass.	Duc
105	Al Maguire, Wichita, Kan.	Duc
106	Jerry Babin, Windsor, Ont.	Yam
107	David Bloom, Ann Arbor, Mich.	Yam
108	Lloyd Graham, Knoxville, Tenn.	Yam
109	Dennis Tomlinson, Kenosha, Wisc.	Duc
110	William Bachman, Tulsa, Okla.	Duc
111	Walter Finnegan, Gibsonia, Pa.	Bul
112	David Misunas, Chicago, Ill.	H-D
113	James Sisson, Morristown, Tenn.	H-D
114	George Witmer, Lakeland, Fla.	H-D
115	Kurt Fischer, Watertown, Mass.	Yam
116	Norris Hughes, Birmingham, Ala.	H-D
117	Elvis Nicholson, Dester, Mich.	Yam
118	Harold Kyle, Orlando, Fla.	Hon
119	David Powell, Windsor, Ont.	Duc
120	Allan Golden, Ft. Lee, N. J.	Yam
121	James Dunn, Everett, Wash.	Suz
122	James Aiken, Detroit, Mich.	H-D
123	Galen Gerhart, Trumbanersville, Pa.	H-D
124	Robert Warzek, Cohoes, N. Y.	Yam
125	Terry Ernest, Silver Spring, Md.	Yam
126	Sam Bertoral, Philadelphia, Pa.	Ben
127	William Dutcher, Scotia, N. Y.	Bul
128	Karl Berschwenger, Drayton Plains, Mich.	Yam
129	James Fore, Evansville, Ind.	Suz
130	Leroy Winters, Ft. Smith, Ark.	Yam
131	J. C. Klusmeyer, Odessa, Texas	H-D
132	David Keith, Greentown, Ind.	H-D
133	Clay Fowler, Taylor, Mich.	Hon
134	Dale Schmutzler, Staunton, Ill.	Bul
135	Rusty Bradley, Dallas, Texas	Yam
136	Michael Kavanagh, Brampton, Ont.	Gre
137	David Faust, Allentown, Pa.	H-D
138	Vernon Kehoss, Wauwatosa, Wisc.	Suz
139	Douglas Libby, Taylor, Mich.	H-D
140	William Hinson, Jacksonville, Fla.	Yam
141	Warren Blanchard, Long Island, N. Y.	Duc
142	Richard Machniak, Inkster, Mich.	Yam
143	Conrad Urbanowski, Hollywood, Fla.	Yam
144	Stuart Nicol, Edwards, Wash.	Gre
145	Alan Munroe, Avon, Conn.	Ben
146	Wendell Tisdale, Rogers, Ark.	Duc
147	John Pohland, Milwaukee, Wisc.	H-D
148	Joseph Stone, Birmingham, Ala.	H-D
149	Wallace Dyer Jr., Philadelphia, Pa.	Bul
150	Kenneth Brundige, Nashville, Tenn.	Duc
151	Randall Hicks, High Point, N. C.	Hon
152	Thomas Farley, Quincy, Mass.	Yam
153	Joe Stone, Birmingham, Ala.	H-D
154	Michael Gough, Kingsport, Tenn.	Suz
155	Ted Boody, Battle Creek, Mich.	Kaw
156	David Keith, Greentown, Ind.	H-D
157	Harold Kyle, Orlando, Fla.	Hon
158	Wayne Shaver, Tulsa, Okla.	Duc
159	Walter Hidden, Holly Hill, Fla.	Duc
160	Keith Billings, Waterloo, Iowa	Bul
161	Gary McGoron, Miami, Fla.	H-D

Time of Race: 53 minutes, 8.09 seconds.....

Speed: 88.868 mph Record set in 1966 by Walter Fulton on Suzuki at 89.122 mph.

Time of Race: 2 Hours, 2 Minutes, 32.65 seconds.

Average Speed for Winner: 98.227 miles per hour (New Record)

Old record held by Buddy Elmore on Triumph in 1966 at 96.582 mph.

Leader by lap: Hammer 1 thru 19. Nixon 20. Hammer 21 thru 25. Nixon 26 thru 53. (Final)

Total posted awards including manufacturer awards and lap money at $25.00 per lap—

$15,750.00 Nixon led for 29 laps, Hammer for 24

Time of Race: 25 minutes, 5.58 seconds....

Speed 87.968 mph.

Results of the Sportsman Lightweight Road Races International Speedway, Wednesday, March 15, 1967

FIRST FINAL- 10 LAPS - CLASS 1 - (Up to 100 cc)

Pos.	Driver and Home	1.63 mile course	Mach.
1.	Joe Bradley, Dallas, Texas	Speed 61.607 mph	Yam
2.	Harry Taylor, Athens, Oregon		Hod
3.	Jay Chaney, Sioux Falls, S. C.		Yam
4	Dave Smith, Lakewood, Calif.		Bri
5	Mike Garrett, Dalton, Ga.		Bri
6	Mike Cone, Sherman, Texas		Yam
7	Lloyd Weber, Waterloo, Iowa		Yam
8	Donald White, Sarasota, Fla.		Hon
9	Nicholas Kolin Jr., Plymouth, Mich.		Yam
10	Arden Jensen, Miami, Fla.		Yam

Time of Race: 15 minutes, 52.48 seconds...

SECOND FINAL- CLASS II - 15 LAPS - (101-125cc) -

1.	Bobby Sandidge, Sr., Houston, Texas	Yam
2.	Alvaro Alvarado, Miami, Fla.	Hon
3.	Don Loker, Framingham, Mass.	Bul
4	John Guzie, Windsor Locks, Conn.	Bul
5	Tim Langford, Holly Hill, Fla.	Bul
6	Bud Cresse, Ft. Lauderdale, Fla.	Yam
7	Lloyd Graham, Knoxville, Tenn.	Gil
8	Samuel Easton, Pittsburgh, Pa.	Kaw
9	James Stapleton, Highspire, Pa.	Mot
10	Richard Custard, Findlay, Ohio	Kaw

Class II and Four ran together and time for winner was computed for Class Four.

THIRD FINAL - CLASS III - 15 LAPS - (126-175cc) -

1.	Jerry Hollingsworth, St. Augustine, Fla.	H-D
2.	William Treaster, Jacksonville, Fla.	Hon
3.	Donald Cooper, Gulfport, Miss.	Hon
4	Carman Vaughn, Ft. Atkinson, Wisc.	Bri
5	Jere Masters, St. Augustine, Fla.	H-D
6	Larry Martini, Sarasota, Fla.	Bul
7	David Schmuker, Sarasota, Fla.	Hon
8	Graham James, Florence, Ala.	Hon
9	Dwaine Williams, Miami Hgts, Fla.	Bri
10	Dean Dyess, Belle Glade, Fla.	Bri

Speed 62.392 mph

Time of Race: 23 minutes, 8.49 seconds...

FOURTH FINAL - Class IV - 15 Laps - (176-200cc)

1.	Harold Vogt, Steelton, Pa.	Bul
2.	Larry Manor, Muncie, Ind.	Par
3.	Charlie Best, Columbus, Ohio	Tri
4	Dale Schmutzler, Staunton, Ill.	Bul
5	Larry Koup, Oberlin-Steelton, Pa.	Bul
6	Terry Gindele, Pittsburgh, Pa.	Bul
7	Scott Burris, Dunedin, Fla.	Duc
8	Richard Howe, Agawam, Mass.	Bul

Speed 60.329 mph

Class II and Four ran together.
Time and Speed is for Class IV winner.
Time of Race: 24 minutes, 17.79 seconds.

FINISH CLASS 5 FINAL - 10 Laps - (201-250cc)

1	Sam Bertarel, Philadelphia, Pa.	Ben
2	Kenny Stephens, Sarasota, Fla.	Yam
3	Dennis Poneleit, Sarasota, Fla.	H-D
4	E. R. Nicholson, Dexter, Mich.	Yam
5	Ronald Muir, Carbondale, Ill.	Suz
6	Jim Dunn, Everett, Wash.	Suz
7	Leon Cromer, Springfield, Mass.	Duc
8	Roger Chase, Meriden, Conn.	Ben
9	David Townsley, Little Rock, Ark.	Yam
10	Eliot Jones, Ann Arbor, Mich.	Yam
11	Duane McDaniels, Detroit, Mich.	Yam
12	Alan Munroe, Winsted, Conn.	Ben
13	Joseph Laux, Appleton, Wisc.	Duc
14	Vernon Kehoss, Wauwatosa, Wisc.	Suz
15	William Crone, Jr., Massillon, Ohio	Yam
16	David Bloom, Ann Arbor, Mich.	Yam
17	Francis J. Honeck, Ann Arbor, Mich.	Yam
18	Walter Finnegan, Gibsonia, Pa.	Bul
19	Norris Hughes, Birmingham, Ala.	H-D
20	Wayne Erickson, Des Moines, Iowa	Yam
21	Allan Goldin, Ft. Lee, N. J.	Yam
22	William Wackerly, Canton, Ohio	Kaw
23	James Sisson, Morristown, Tenn.	H-D
24	Clay Fowler, Taylor, Mich.	Hon
25	Louis Russo, Coral Gables, Fla.	H-D
26	Paul A. Huber, New Orleans, La.	H-D
27	William Bachman, Tulsa, Okla.	Duc
28	Richard Machniak, Inkster, Mich.	Yam
29	Sydney Tunstall, Seminole Park, Fla.	Bul
30	John Pohland, Milwaukee, Wisc.	Hon
31	Larry Corbin, Findlay, Ohio	Yam
32	David Brown, Sarasota, Fla.	Suz
33	Vince Owens, Daytona Beach, Fla.	Duc
34	Beno Rodi, Avondale Estates, Ga.	Duc
35	Wade Killen, Milwaukee, Wisc.	Hon
36	Paul Phipps, Toledo, Ohio	Duc
37	William Thibault, Daytona Beach, Fla.	Hon

Results of the 250cc 100-Mile AMA National the 3.81-Mile track road course, Saturday, March 18, 1967.

Pos.	Rider and Home	Mach.
1.	Gary Nixon, Baltimore, Md.	Yam
2.	Dick Hammer, Lakewood, Calif.	Suz
3.	Robert Winters, Ft. Smith, Ark.	Yam
4.	Dick Newell, El Monte, Calif.	Yam
5	Donald Twigg, Hagerstown, Md.	Yam
6	Frank Camillieri, Chelsea, Mass.	Yam
7	Norman Stovall, Lubbock, Texas	Yam
8	Yvon Duhamel, Montreal Quebec	Yam
9	Sonny Gager, Jacksonville, Fla.	Kaw
10	Don Butler, Woodridge, N.J.	Kaw
11	Ken Clark, Lomita, Calif.	Kaw
12	Bennie Bowden, Kalamazoo, Mich	HD
13	James Varnes, Vincentown, N.J.	Yam
14	James Deehen, N. Hollywood, Calif.	Yam
15	W. T. Rufner, Fort Worth, Tex.	Yam
16	James Kersting, Winamac, Ind.	Kaw
17	Larry Stone, Deland, Fla.	HD
18	Warren Flickinger, Denver, Colo.	Kaw
19	Ray Little, Atlanta, Ga.	HD
20	Tom Hannum, Jr., Media, Pa.	HD
21	Ronnie Rall, Mansfield, Ohio	Suz
22	Glenn Vincent, Simsbury, Conn.	Yam
23	Ted Hubbard, Concord, N.C.	HD
24	James Skinner, Auburn, Ala.	Ben
25	William Hogge, Newport News, Va.	HD
26	William Werner, Bethlehem, Pa.	HD
27	Frank Scurria, Glendale, Calif.	Kaw
28	Jim Pegram, Hubbard, Ohio	HD
29	Rod Pink, Yonkers, N.Y.	HD
30	Edward Morra, Burgettstown, Pa.	Duc
31	Leroy Ferry, San Antonio, Tex.	Duc
32	Art Baumann, San Francisco, Calif.	Kaw
33	John Buckner, LaPuente, Calif.	Yam
34	Walter Fulton, Orange, Calif.	HD
35	Donald Beasley, Evansville, Ind.	Duc
36	Al Crisler, Louisville, Tenn.	HD
37	Ronald Grant, San Mateo, Calif.	Suz
38	Jack McNairy, Dallas, Tex.	HD
39	Jim Lauter, Portsmouth, Ohio	Yam
40	William Canfield, Albuerque, N. Mex.	Suz
41	Donald Fagan, Wheeling, W. Va.	HD
42	Robert Skoumal, Downers Grove, Ill	Bul
43	Monty Barrett, Tulsa, Okla.	HD
44	Tony Murphy, W. Covina, Calif.	Yam
45	Dick Woods, Topeka, Kan.	HD
46	Chris Draayer, Salt Lake City, Utah	HD
47	Gordon Jennings, Sea Cliff, N.Y.	HD
48	Herbert Kresge, Bangor, Pa	HD
49	Roger Reiman, Kewanee, Ill.	HD
50	R. Jacques dePont, New Castle, Del.	Yam
51	Jon Patton, Van Buren, Ark.	Yam
52	James Anzalone, Arlington, Mass.	Ben
53	James Roark, Lynn, Ind.	HD
54	Fred Nix, Milwaukee, Wis.	HD
55	James Laness, Mobile, Ala.	Yam
56	Larry Dillon, Nashville, Tenn.	HD
57	Robert Annecharico, Manville, N. J	Duc
58	Ray Hempstead, St. Petersburg, Fla.	Yam
59	Edward Adkins, Hagerstown, Md.	Yam
60	G. S. Ingram, Scarborough, Ont., Can.	Yam
61	James Floyd, Shreveport, La.	HD
62	Richard LaPorte, Newbury, N.H.	Yam
63	Paul Rehmert, Palestine, Ohio	Su
64	Calvin Rayborn, San Diego, Calif.	HD
65	James Dour, Berkley, Calif.	HD
66	Alton McGlocklin, Hixson, Tenn.	Duc
67	Ron Widman, St. Louis, Mo.	HD
68	Michael Duff, Toronto, Ontario, Can.	Yam
69	Edward Wirth, Manhattan Beach, Calif.	Yam
70	Jim Hayes, Jr., Kingsport, Tenn.	Duc
71	Jim Anderson, Sherman, Tex.	Yam
72	Ronald Prime, Flint, Mich.	Kaw
73	Phil Todd, Ventura, Calif.	HD
74	David Bitner, Vandalia, Ohio	HD
75	Mert Lawwill, San Francisco, Calif.	HD
76	Larry Dillon, Nashville, Tenn.	HD
77	Jim McMurren, Nestor, Calif.	HD
78	Buddy Elmore, El Paso, Tex.	Kaw
79	Tom Steele, Santa Rosa, Calif.	Suz
80	Jack Bestin, Highland Hgts., Ky.	HD

Average Speed: 94.094 New Record
Time of Race: 1 hour, 4 minutes, 45 seconds

Results of the 100-Mile AMA National Championship AMATEUR race over the 3.81-Mile track road course.

Pos.	Rider and Home	Mach.
1.	Walter Fulton, Orange, Calif.	H-D
2.	Ron Widman, St. Louis, Mo.	H-D
3.	Dick Woods, Topeka, Kan.	H-D
4	Karl Beghtol, Bladensburg, Md.	Tri
5	George Cunha, Johnston, R. I.	Tri
6	Mike Sponseller, Timonium, Md.	BSA
7	Frank Camillieri, Chelsea, Mass.	Tri
8	Lee Patterson, Fresno, Calif.	H-D
9	Arthur Nanci, Kansas City, Mo.	H-D
10	Ed Varnes, Parksburg, Pa.	BSA
11	Donald Fagan, Wheeling, W. Va.	H-D
12	George Russell, Baltimore, Md.	Tri
13	James Anzalone, Arlington, Mass.	Tri
14	David Franks, Grand Rapids, Mich.	Tri
15	Robert Butler, Houma, La.	H-D
16	Kenneth Brunswick, Greenville, Ohio	Tri
17	Tom Riley, Columbus, Ohio	H-D
18	Cecil Campbell, Ft. Pierce, Fla.	Tri
19	Larry Dey, Des Moines, Iowa	Duc
20	Larry Roberts, Indianapolis, Ind.	H-D
21	George Singler, Medina, Ohio	Tri
22	Brock Yarnell, Woodriver, Ill.	Tri
23	William Davis, Battle Creek, Mich.	Tri
24	John Lysight, Tracey, Canada	Tri
25	Paul Rehmert, Palestine, Ohio	Tri
26	Bob Bulmer, Morrice, Mich.	BSA
27	James Deeham, No. Hollywood, Calif.	Hon
28	Don Handkins, Stuart, Fla.	H-D
29	Dale Harding, Pekin, Ill.	H-D
30	Dan Brown, Tulsa, Okla.	BSA
31	Mike Moore, West Milton, Ohio	BSA
32	Donald Droud, Lincoln, Neb.	Tri
33	Harold Utsey, Denver, Colo.	Tri
34	Richard Carrara, Santa Rosa, Calif.	BSA
35	Leroy Ferry, San Antonio, Texas	Nor
36	Tom Steele, Santa Rosa, Calif.	BSA
37	William Mellenberndt, Souix Falls, SD	Tri
38	Ray Dey, Nashville, Tenn.	Nor
39	Ronald Smith, Concord, N. C.	Tri
40	Earl Myers, Bladensburg, Md.	Tri
41	Don Chason, Stuart, Fla.	H-D
42	Gene Lorge, Mobile, Ala.	Tri
43	Stan Friduss, Pompano Beach, Fla.	Nor
44	Bentley Hardwick, Duncanville, Tex.	BSA
45	Art Bauman, San Francisco, Calif.	BSA
46	John Bruns, Solebury, Pa.	Tri
47	Donald Myers, Honeybrook, Pa.	Tri
48	Donald Bilderback, Evansville, Ind.	H-D
49	Alyn Carlson, Upper Darby, Pa.	H-D
50	Douglas Parrish, Overland, Mo.	H-D
51	Richard Hayes, Htg. Beach, Calif.	H-D
52	Joseph Hollidge, Arlington, Va.	BSA
53	Dan Deubler, Souix Falls, S. D.	Tri
54	Piers Woodriff, Somerset, Va.	Tri
55	James Odom, Freemont, Calif.	Hon
56	Victor Holmlund, Middlesex, N. J.	H-D
57	James Locander, Canton, Ohio	Hon
58	Torello Tacchi, Chicago, Ill.	Nor
59	Jerry Chadima, Cuyahoga Falls, Ohio	BSA
60	Richard Jennings, San Leandro, Calif.	Mat
61	William Halweg, Laurel, Mo.	BSA
62	Jerry Brust, Rogers, Ark.	Hon
63	Hishan Ibrahim, Philadelphia, Pa.	BSA
64	Richard LaPorte, Newburg, N. H.	BSA
65	Phil Todd, Ventura, Calif.	Tri
66	Ray Little, Atlanta, Ga.	H-D
67	Ronald Hagest, No. Hollywood, Calif.	H-D
68	George Adamec, Jacksonville, Fla.	Hon
69	Richard Niemi, Westminster, Mass.	BSA
70	Charles Pinnella, Gadsden, Ala.	Hon
71	Louis Hesty, New Orleans, La.	BSA
72	J. D. Giles, Decatur, Ill.	BSA
73	Thomas Sisson, Morristown, Tenn.	H-D
74	David Ingram, Hammond, Ind.	H-D

Time of Race: 1 Hour, 4 minutes, 49.08 seconds.
Average Speed for Winner: 94.010 (New Record)

Deadman's Point European Scrambles March 5, 1967

TRAIL BIKES	
R. Twedell *	Hod
B. Kelly *	Hod
D. Beck *	Yam
J. Sampson *	Hod
J. Harris *	Yam
J. McLaughlin*	Hon
E. Schiedler *	Hod
E. Clark *	Hon
M. Adams *	Hod
J. Webb *	Hod
K. Parks *	Hod
D. Eide *	Hon
F. Heacox *	Hod
N. Benham *	Hod
R. Durand *	Hon
B. Nix *	Yam
C. Steven *	Hod
R. Twedell *	Hod
J. Saunders *	Hod
(583 no entry)	—
C. Sheffield *	Yam
B. Gaines *	—
(318 no entry)	—
R. Martino	Hod
G. Davenport	Hon
D. Lowen	Bul
B. Kohlhoff	Hon
F. Burk, Jr.	Hon
J. Morgan	Hod
J. Garcia	Hod
R. Adams	Hod
* Denotes trophy win	
SMALL BIKES	
M. Smith *	Hus
D. Smith *	CZ
A. Lewis *	Hus
B. Ydiando *	Hus
R. Bishop *	Jaw
B. Harris *	Bul
E. Schiedler *	CZ
J. McClure*	Hus
A. VonVelacco*	Mon
D. Richardson*	Dot
C. Steven *	Gre
Y. Camp *	Gre
B. Kawell *	Hus
D. Rich *	Hus
R. Gardia *	CZ
S. Armstrong *	Gre
P. Hoag *	Mon
T. Kawell *	Bul
B. Waters *	Gre
T. Whitehead *	Mon
J. De Blois *	Bul
G. White *	Whi
J. Gray	Mon
A. Boyle	Bul
M. Culwell	Mon
D. Ellis	Hus
D. Slumskie	Bul
G. Jennings	Bul
L. Musgrave	Bul
N. Bixby	Gre
W. Eldred	Jaw
B. Thomas	Duc
C. Ayres	Mai
G. Shafer	Hon
G. Sparkes	Vil
J. Jacobs	Bul
C. Willett	Mon
L. Sadler	Bul
BIG BIKES	
J.N. Roberts *	Hus
W. Bryce *	Tri
J. Martino *	BSA
M. Burke *	Tri
B.McLaughlin*	Hus
B. Dailey *	Tri
S. Kirk *	Tri
G. Fodor *	Tri
B. Riley *	Tri
G. Williams *	Tri
T. Martin *	BSA
R. Shafer *	Hon
E. Roeseler *	Tri
R. Nichols *	Tri
R. Howard *	Hon
T. Sanborn Jr.*	BSA
D.Hernandez Jr.	Tri
C. Sanchez	Tri
L. Byfield	Tri
E. Cross	Tri
J. Anderson	Hon
B. Pierce	BSA
L. Davenport	Tri
*Denotes trophy win	

Arizona State Championship TT Eastside Cycle Park March 12, 1967

125cc Amateur		
Lakin Gabbert	Phx.	Yam
Brian Ross	Phx.	Bri
Dave Isley	Phx.	Yam
125cc Expert		
Jim Halford	Phx.	Yam
Tom Halford	Phx.	Yam
Harold Phelps	Phx.	Yam
250cc Amateur		
Dave Battershall	Tuc.	Mon
John Fitzsimmons	Tuc.	Duc.
Jim Parker	Tuc.	Hus
250cc Expert		
John Halford	Phx.	Duc
Keith Mashburn	Calif.	Gre
Carl Patrick	Calif.	Bul
Open		
Dan Perko	Phx.	Tri
Bill Barnes	Phx.	Tri
Monte Darling	Calif.	Hon
Small Bike Sweepstakes		
Lakin Gabbert	Phx.	Yam
Brian Ross	Phx.	Bri
Tom Halford	Phx.	Yam
Dave Battershall	Phx.	Mon
Dave Isley	Phx.	Yam
Big Bike Sweepstakes		
Keith Mashburn	Calif.	Gre
John Halford	Phx.	Duc
Butch Hawley	Tuc.	H-D
Joe Klecak	Phx.	Tri
Wheelie Contest		
Joe Klecak	Phx.	Tri

DRAG RACING

Lions Drag Strip March 19, 1967

		E.T.	MPH
TOP STREET			
Al Sherwin	H-D	12.61	104.77
TOP GAS			
M. Disharoon	H-D	11.63	115.89
AA/STREET			
Al Sherwin	H-D	12.70	105.73
A/STREET			
Bruce Miller	H-D	12.67	104.04
B/STREET			
Mike Kawana	Tri	14.73	84.82
D/STREET			
David Lowerburg	Hon	15.09	86.28
E/STREET			
Jim Saver	Yam	20.42	53.76
F/STREET			
Jim Whitland	Hon	18.69	———
A/GAS			
M. Disharoon	H-D	11.60	115.80
B/GAS			
Gerry Nance	Tri	———	———
D/GAS			
Art Hudson	Hon	16.11	73.58
D/FUEL			
Bob Bogan	Tri	13.49	94.93
F/FUEL			
Rich Taus	Yam	21.79	56.81

March 18, 1967 Irwindale Drag Strip

		E.T.	MPH
TOP STREET			
Steve Rowles	Suz	13.39	96.98
TOP GAS			
Joe Smith	H-D	11.00	128.02
TOP FUEL			
Sonny Raslawski	H-D	10.00	146.00
AA/STREET			
Lance Haserot	H-D	12.81	108.43
A/STREET			
Sid Whitaker	R.E.	13.18	101.35
B/STREET			
Tony Dodge	Tri	12.32	111.94
C/STREET			
Ray Downard	Hon	14.80	86.70
D/STREET			
Bob Poorman	Hon	15.18	85.95
E/STREET			
Steve Rowles	Suz	13.39	96.98
F/STREET			
Mike Walraven	Bri	18.60	65.07
AA/GAS			
Smith & Butterworth	H-D	11.00	128.02
B/GAS			
Art Houston	Tri	12.40	110.15
C/GAS			
Len Jasmin	Tri	12.79	101.69
D/GAS			
Ron Knapp	Yam	12.26	105.01
E/GAS			
Bob Braverman	Yam	12.55	103.95
SUPER BIKE			
Bob Sirkegian	BSA	11.64	119.20
JR. FUEL			
Ray Downard	Hon	14.33	90.90

Elsinore TT March 18, 1967

100cc NOVICE	
R. Burkert	Hod
C. Smith	Kaw
B. Maynard	Bul
200cc NOVICE	
J. Dunham	Bul
L. Raven	Bul
R. Brier	Bul
250cc NOVICE	
T. LaFortune	Duc
C. Thompson	Bul
K. Thompson	Suz
350cc NOVICE	
T. LaFortune	Duc
B. Effinger	Jawa
J. Kopp	Gre
500cc NOVICE	
L. Davis	BSA
A. Sparks	BSA
J. Smith	Mat
OPEN NOVICE	
J. Foxe	Tri
B. Martin	—
J. West	—
200cc EXPERT	
D. Hensley	Mon
R. Killinsworth	Bul
J. Maynard	Bul
250cc EXPERT	
R. Tooley	Bul
E. Olesen	Mon
D. Russell	Mon
500cc EXPERT	
A. Sparks	BSA
D. Lenar	BSA
R. Stinnett	BSA
OPEN EXPERT	
R. Fish	Nor
R. Miller	Tri
D. Lenar	BSA

DIRT DIGGERS GRAN-PRIX November 19 & 20 OFFICIAL

90cc ALL CLASSES		
G. Bailey	90 Ex	Hon
T. Sherman	90 Am	Hon
F. Morgan	90 Ex	Mop
A. Baker	80 N	Hod
J. Morgan	90 N	Hod
D. Gildehaus	90 Ex	Hon
R. Tooley	80 N	Yam
J. Stein	90 N	Hod
E. Cannady	80 Am	Hod
J. Hately	80 N	Yam
R. Burkert	90 N	Hod
R. Montgomery	90 Am	Hod
S. Autrey	80 N	Yam
T. Gnehm	90 N	Exe
R. Underwood	90 N	Hod
D. McKay	90 Am	Hod
D. Papength	90 Ex	Hod
G. Neibert	90 N	Hod
E.C. Birt	90 N	Hod
K. Newton	90 N	Hod
T. Winne	90 N	JetStr
S. Rispin	80 N	Yam
E. Wells	90 N	Hon
S. Bast	50 Am	Hon
90cc-125cc ALL CLASSES		
S. Scott	100 Ex	Bul
D. Yerkes	100 Ex	Bul
A. Guzman	100 Ex	Gil
K. Vines	125 N	Bul
H. Mendenhall	100 Ex	Yam
T. Rahm	100 N	Yam
M. Radner	125 Ex	Suz
S. Gee	100 Ex	Suz
R. Durand	100 N	Hon
D. Damron	100 N	Oce
B. Masters	100 N	Hon
L. Frazier	100 N	Hod
126cc-200cc ALL CLASSES		
D. Christopher	175 Ex	Oss
A. Hillan	200 N	Bul
K. Kimball	175 Ex	Mon
J. LeBlanc	200 N	Bul
P. McGuire	200 N	Bul
J. Pecorilla	175 Ex	Bul
C. White	200 N	Bul
J. McCoy	200 N	Bul
D. Megorden	200 N	Bul
N. Meter	200 Am	Gre
R. Prince	200 N	Bul
G. King	200 N	Bul
B. Williams Jr.	175 N	Bul
B. Blakeslee	175 N	Mon
D. Brooks	175 N	Bul
E.C. Aragon	175 Am	Mon
F. Nestor	200 Ex	Bul
K. Hudson	200 N	Bul
J. Ashworth	200 N	Bul
350cc ALL CLASSES		
P. Petty	Ex	Gre
J.N. Roberts	Am	Hon
R. Wunder	Am	Hon
A. Fox	Am	Hon
T. Channey	Nov	Hon
J. McCarty	Nov	Hon
R. Thomas	Am	Jawa
T. White	Nov	Hon
T. Stockstill	Nov	Hon
J. Kincaid	Am	Hon
OPEN AMATEUR/EXPERT		
W. Axthelm	Ex	Tri
B. McClalland	Ex	Tri
J. C. Camaret	Ex	Tri
B. Ferro	Ex	Tri
B. Smith	Ex	Tri
A. House	Am	Tri
D. Nuse	Am	Tri
M. Haney	Ex	Tri
250cc NOVICE		
D. Carlton		Gre
D. Smith		Husk
R. Burak		Gre
B. Dawel		Husk
E. Enocks		Mon
S. Ellsworth		Hon
C. Kocsis		Husk
L. Shoemaker		Yam
A. Griswold		Gre
R. Tooley		Bul
T. Palmer		Bul
D. Duncan		Bul
S. Veverka		Bul
D. Afflack		Bul
B. Griffin		Bul
A. McNamee		Mon
S. Smith		Gre
W. Caruth		Gre
B. Ritchie		Mon
M. Munoz		Bul
J. Watson		Gre
A. Swortfiquer		Hon
250cc AMATEUR		
A. Vanderpool		Husk
F. Dannenfelzer		Bul
R. Root		Dot
G. McLarty		Husk
T. Griebel		Bul
R. Hall		Gre
S. Cole		Gre
G. Marks		Mon
E. Olesen		Mon
P. Todd		Mon
P. Martinez		Bul
J. Coates		Cot
B. Melton		Yam
D. Kilpatrick		Gre

DIRT DIGGERS GP (Cont'd.)

K. Sparkman	Bul
F. MacDougall	Gre
T. Muto	Bul
A. Ramirez	Bul
M. Popovics	Bul
J. Hart	Hon
R. Thomas	Mon
S. Stricklin	Bul
M. Ollado	Gre
G. Etheridge	Mon
250cc EXPERT	
G. Conrad	Gre
K. Mashburn	Gre
N. Nicholson	Gre
M. Switzer	Gre
B. Hill	Gre
E. Crowel	Bul
E. Rosa	Bul
D. Keeter	Mon
R. Cox	Bul
A. Lewis	Husk
N. Niles	CZ
S. Bronson	Gre
R.S. Reel	Bul
T. Yoder	Bul
C. Coye	Husk
D. Kline	Gre
B. Goosen	Dot
S. Savage	Mon
J. Hateley	Gre
D. Guinn	Hon
R. Darnell	Gre
W. Goff	Husk
D. Smith	M-G
B. Messer	Bul
W. Hill	Mon
500cc NOVICE	
T. Davis	Tri
J. Burns	Tri
B. Mikulski	Tri
R. Sloan	Mat
D. Crawford	Tri
J. Collville	AJS
S. Stearns	BSA
C.O. Hytten	Tri
P. Callahan	Tri
B. Haserot	Tri
OPEN NOVICE	
J. Foster	Tri
T. Simpson	Tri
J. Bedord	Tri
L. Simpson	Tri
D. Finley	Tri
H. Bates	Tri
L. Shoemaker	Tri
B. Burns	Tri
R. Forrest	Tri
J. Goldberg	Tri
GRAN PRIX MOTO CROSS	
T. Hallman	Husk
S. Scott	Bul
P. Petty	Gre
M. Smith	Husk
J. Rice	Husk
L. Lingelbach	Gre
GRAN PRIX MOTO CROSS	
T. Hallman	Husk
P. Hunt	Mat
B. Ekins	Tri
M. Smith	Husk
D. Ekins	Tri
B. Bailey	Tri
SIDE HACK	
J. LeBlanc & J. Burns	Bul
M. LeBlanc & C. Gratz	Jaw
J. Pepson & G. Weber	Tri
J. Palfreyman & S. Foss	Tri
B. Castle & R. Parker	Tri
D. Bingham & E. Wade	H-D
W.Knogstie-E.Hernandez	Tri
J. Nausha & B. Vacca	Zun

500cc AMATEUR/EXPERT		
F. Macklin	Ex	BSA
G. Simmons	Am	BSA
K. Sparkman	Ex	BSA
J. Deeham	Ex	Tri
K. Watkins	Am	Tri
M. Chamberlain	Am	Tri
D. Alexander	Am	Tri
J. Hately	Ex	BSA

STARDUST Las Vegas, Feb. 18 & 19, 1967

0-100cc PROD. & G.P.		
Ron Grant	100cc	Yam
101-200 PRODUCTION		
Buddy Parriot	125cc	Bul
201-OPEN PRODUCTION		
Ron Grant	350cc	Yam
250 G.P.		
1. Swede Savage	250cc	Kaw
2. Art Bauman	250cc	Suz
3. Steve McLaughlin	250cc	Kaw
350 G.P.		
Bob Bender	350cc	Hon
500 G.P.		
1. Buddy Parriot	500cc	Nor
2. Ralph White	500cc	BSA
3. Eddie Mulder	500cc	Tri
OPEN G.P.		
Dick Hayes	750cc	H-D

HARLEY-DAVIDSON

and LEO PAYNE

SET NEW WORLD DRAG RECORD*

March 19, 1967

Lions Drag Strip

9.46 sec. in the 1/4 mile

FROM A STANDING START

(*subj. to confirmation)

Congratulations from the Southern California Harley-Davidson Dealers Assoc.

APRIL FOLLIE NEXT IN CN (gasp!)

WATTS TOURS

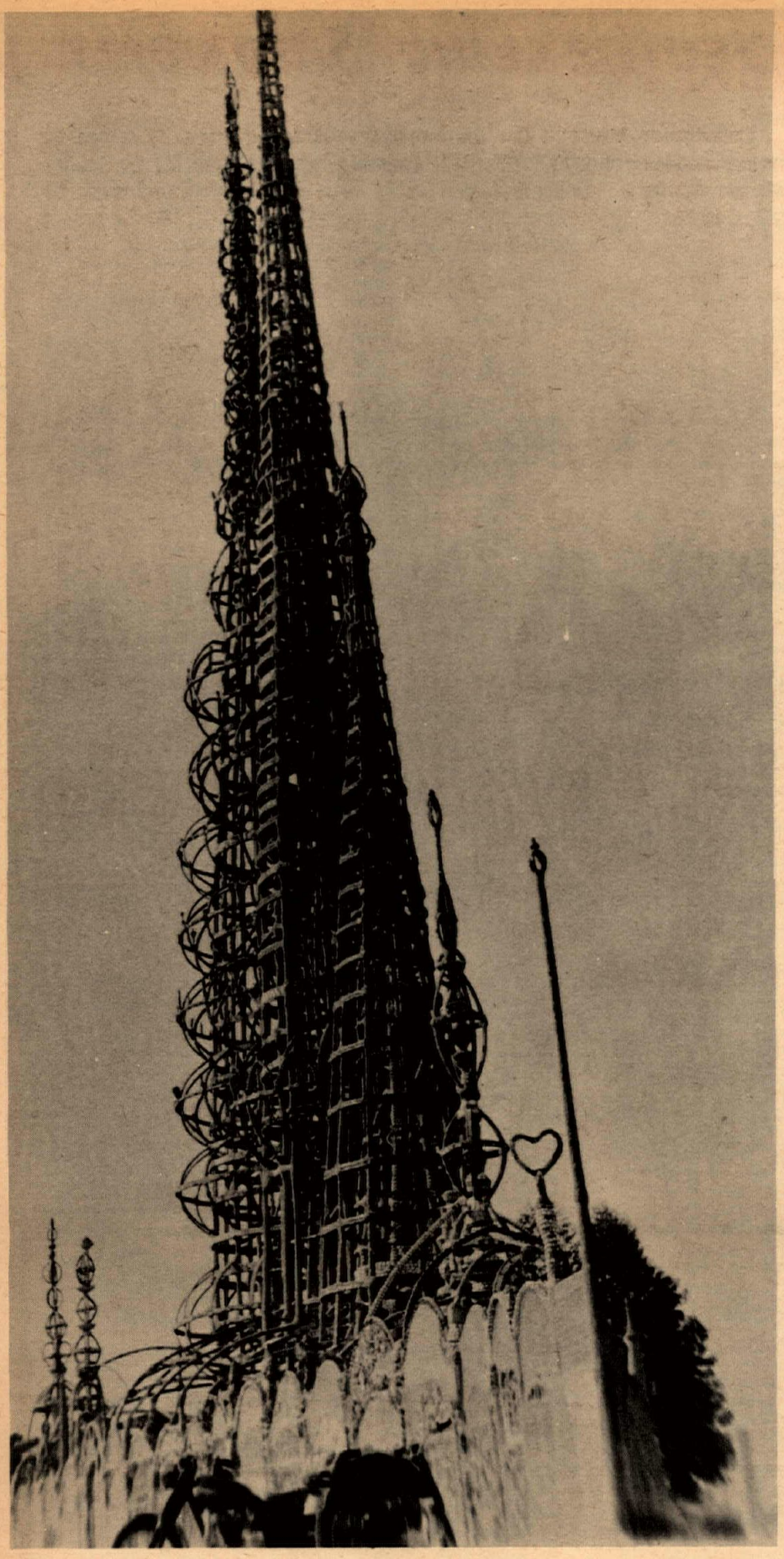
By Chuck Clayton & Bob Bradford

We don't often get the chance to point out some of the *other* reasons why people enjoy riding motorcycles besides for sport. Yet it is a fact that the majority of bikes in use are not the glittering competition steeds, but the more mundane, prosaic transportation or touring machines. There is undoubtedly more satisfaction per mile obtained from racing than any other vehicular hobby, but we cannot deny that just plain riding on the road has its considerable satisfactions too.

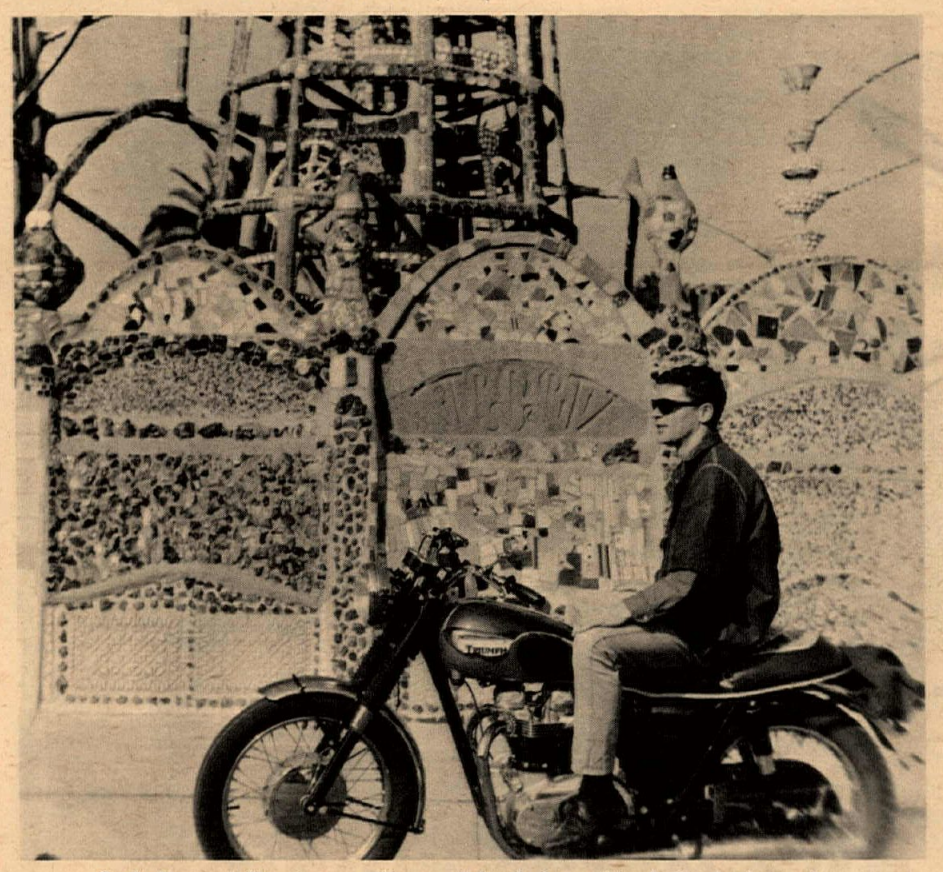
For example: Last week a couple of your Cycle News staffers rode out on a pair of powerful motorcycles to visit what in some eyes might be considered the least attractive site in America: Watts, California. It was a clear, balmy day and the old slum looked about as awful as ever – flat, dilapidated and almost overcome by neglect. Yet Watts has at least two major landmarks that set it apart from other suburban slums and both of them happen to be on the same block: the Watts Towers and the new Community teen-post.

Short, deadend 107th street, near Wilmington, is the site of Simon Rodia's enchanting towers. Constructed by the artist, working alone over a period of 30 years, the delicate spires are a tribute to one man's individuality, and a symbol of triumph over the whims of beauracracy. Neglected by all except a few artists for many years, the now-famous towers were slated for demolition as a "dangerous eyesore" by the L.A. City Building Dept. Could nothing be done to prevent this vandalism? Artists and other interested citizens were drawn together out of a community need to preserve their local heritage. A "Tower-in" was held one day, near Rodia's site and the local police showed up, wondering what activity would ensue. Music echoed from the streets, children danced and a few poems were read aloud in hopes of dissuading the wrecking crew, who, already were busy unloading a huge Caterpillar tractor. One worker kept looking over his shoulder, wondering if someone was watching him or if an attempt to abort the city's project was in motion. Soon enough a steel cable was hooked to a spire. A loud hiss arose from the crowd. The demolition chief informed them that if the tower survived this test, the structures would be allowed to stand. The towers were thought unsafe because the basic construction material was unfit for building material. After all, baling wire, cement and broken pieces of colored glass and pottery are only good for littering vacant lots.

The hookup completed, a signal to the crew to begin the 'big pull' brought an intense groan from the crowd. Stretch, bend – Snap! The cable broke! A bellowing cheer erupted from the neighbors, who had waited all day. Fetching a stronger cable, the men hooked it up quicker this time and also a little farther up on the tower. The bulldozer chugged and whined to a shriek as one seashell cracked and fell.



The eye scans the architecture and its numerous inter weavings remind one of a giant molecule.



Cycle News staffer pauses with a partial spiral sparkling in the background.

Teen Post on 107th St. was decorated by the local youth. A club house is currently being erected behind this building.

Grind-knaw-Ahazziump! The bulldozer coughed, spit and quit. Singing started almost immediately, gala and cheer caressed the whole atmosphere as the workers looked in awe at their broken tractor. Dancing started, people were all laughing, shouting and smiling as the hard-hats bleakfully made their way out of Simon's sanctuary.

Time has passed since then and a realistic neighborhood workshop has been formed to unite the Watts community. One of the major problems facing the local residents in transportation. There are now, two different sets of railroad tracks running through the area, neither of which is serving the people. A limited bus system exists within certain boundaries, however, the certainty of this remaining or expanding is doubtful. The key to unlock the transportation problem is motorcycles. WHY NOT?

A bike shop in Watts, owned and operated by the members of the community who in earnest would provide the spirit of motorcycling could provide several monumental solutions for the anti-poverty projects. A few honest attempts to harvest bike enthusiasm have bloomed in the past. One shop was nipped in the bud, during the August riots. Another dealer moved out (after being protected from looters by his customers who lined up around the shop). Another fell by the wayside due to economic problems. Cycle News believes bike shop in Watts is needed to spur the entire locality. Research into this idea shows that literature from the Watts scene as well as numerous individual pronouncements indicate a glowing interest in bikes and the extension of a motorcycle's meaning. Marjorie Clark, research analyst from The Economic & Youth Opportunity Agency of Greater Los Angeles told what effect a new motorcycle sales outlet would have on the community. She feels "such an endeavor would be a way of handling transportation problems for private individuals who find it hard in commuting from Watts to other areas for employment."

There's a low peak of competition interest, however. After some effort is made to institute modern motorcycling in the existing conditions, a Watts racer could use some of that black courage in a new and expressive way. When a fresh means of expression presents itself, men change.

★★★★★ FAIR WARNING NEXT WEEK IS APRIL FOOL ★★★★★

Seattle Club Scrambles

Report & Photos by Vic Ebutt

Competition riders in the Northwest lead charmed lives. It rained for thirteen consecutive days but March 12 dawned bright and clear for the Seattle Motorcycle Club's first scrambles of 1967. On a greatly renovated track directly alongside the Freeway ten miles south of Seattle, 101 riders put on a performance the 557 spectators won't soon forget.

Outstanding rider of the day was Chuck Winders of Olympia on his finely tuned Triumph but the attention-getter of the day was Chuck's ten year old son, Kenny, on his specially designed Yamaha, a product of his father's mechanical ability. In about two years, the "old man" may be watching his son from behind.

Credit must be given this club for the improvement shown in the sponsoring of Sunday's event. In the past their events have tended to be slipshod but this scrambles showed a more organized effort. Even the hot dogs tasted better this trip.

(Results on page 20)

Chuck Winders, winner of 650cc moto-cross event, shows determination.

Moto Beta team of Tacoma, sponsored by American Marine Industries.

Doug Anderson (96w) maintains healthy lead over Castrol representative Scott Henderson to win 500cc A Main.

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see our listing in Dealers & Service

HODAKA RULES

DESERT

NATL. CHAMP HARE SCRAMBLES MARCH 12, 1967

1. Frank Morgan Ex. Hod
2. Ron Matheny Ex. Hod

TRAIL CLASS

ELSINORE TT MARCH 18, 1967

1st R. Burkert Hod

LOST ANGELS HARE & HOUND MARCH 19, 1967

1. Jack Morgan Hod
2. Frank Morgan Hod
3. Norm Benham Hod

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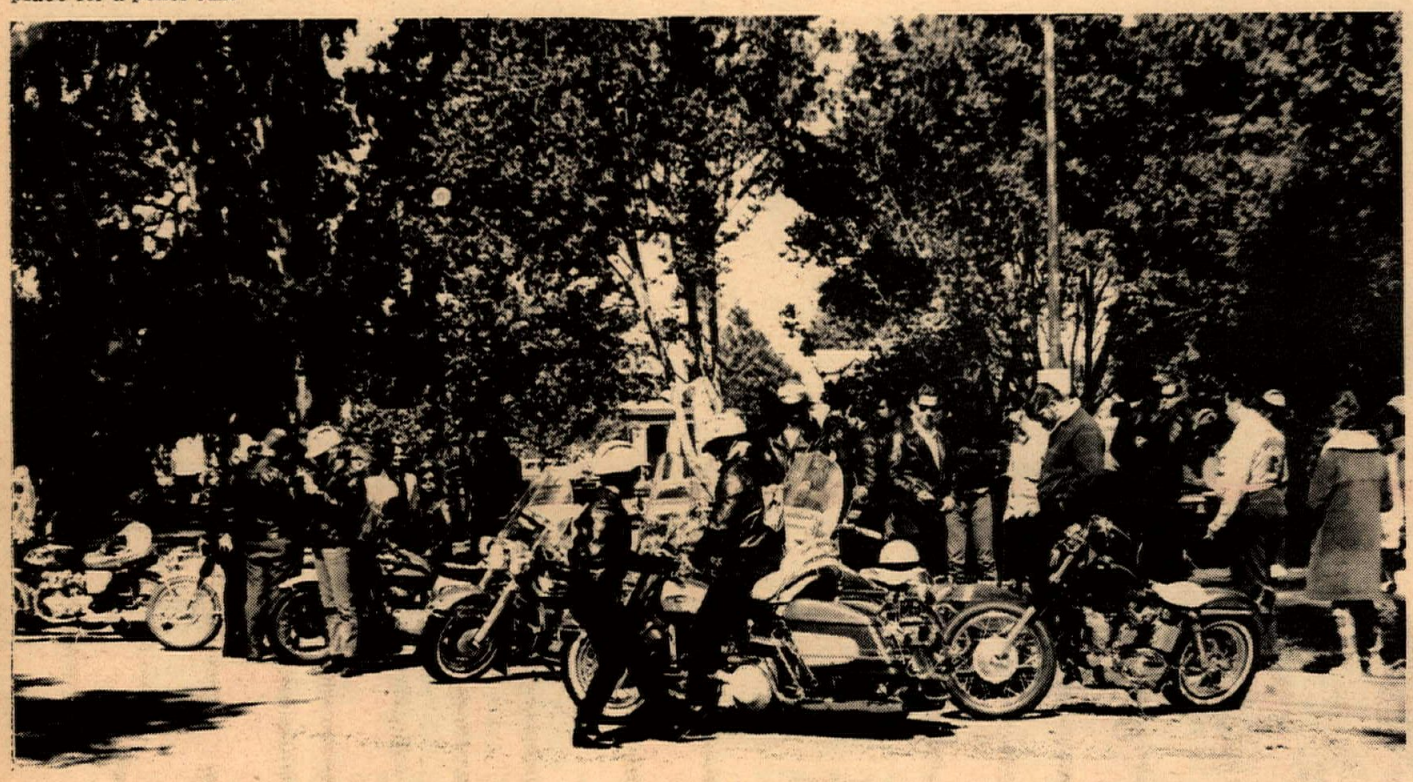
In Orbit With The Saddelites

Photos & Report By John Shedd

If you should leave Long Beach, and travel north on Highway #101, after 190 miles you would find yourself in Santa Maria. Santa Maria is nestled in the Valley of the Gardens and it is the home of the Saddelites M/C. Now if you took this little jaunt on March 19th, you were lucky enough to find yourself in Santa Maria just in time for the Saddelites' third annual poker run.

Photos by William Sheffer

Sign-in spot for the run was Buena Vista Park, next to the Santa Barbara fair grounds. The riders began signing in at about 9:00 o'clock, but no one left until after 11:00 a.m. It was a sunny day under Mother Nature's bright blue canopy and a cool breeze blew throughout the run — perfect weather for a bike ride and the scenery was great. I don't think anyone could have picked a more pleasing place for a poker run.



The rolling hills in this area could absolutely not be described without using the adjective green. I wondered if perhaps on her journey from the ocean to the desert, Mother Nature didn't stumble and fall, spilling her entire supply of a thousand different green hues. The entire countryside was beautifully green.

Away We Go

At 11:00 a.m., the first group of riders rode out, and the run was underway. The first leg of the run led the riders north into San Luis Obispo County. The route went north through Nipomo and Berros and then doubled back south, just short of Oceano. From here the riders traveled south through Halcyon. Between Halcyon and Guadalupe the highway paralleled the ocean and from the higher points of the mountain road we could see the ocean and the white beaches called "The American Riviera." These beautiful white beaches and green valleys are backed by a range of mountains so high and rugged that they are the last refuge of the nearly-extinct giant California condor, with its 10-foot wing span.

After leaving check point #1 at the A & W in Guadalupe, the riders traveled on southward past Vandenberg AFB and Lompoc, then turned back to the north passing through Sisquoc and Garey before returning to the finish back at the park in Santa Maria. The run was a 100-mile orbit around the town of Santa Maria and through the Valley of the Gardens.

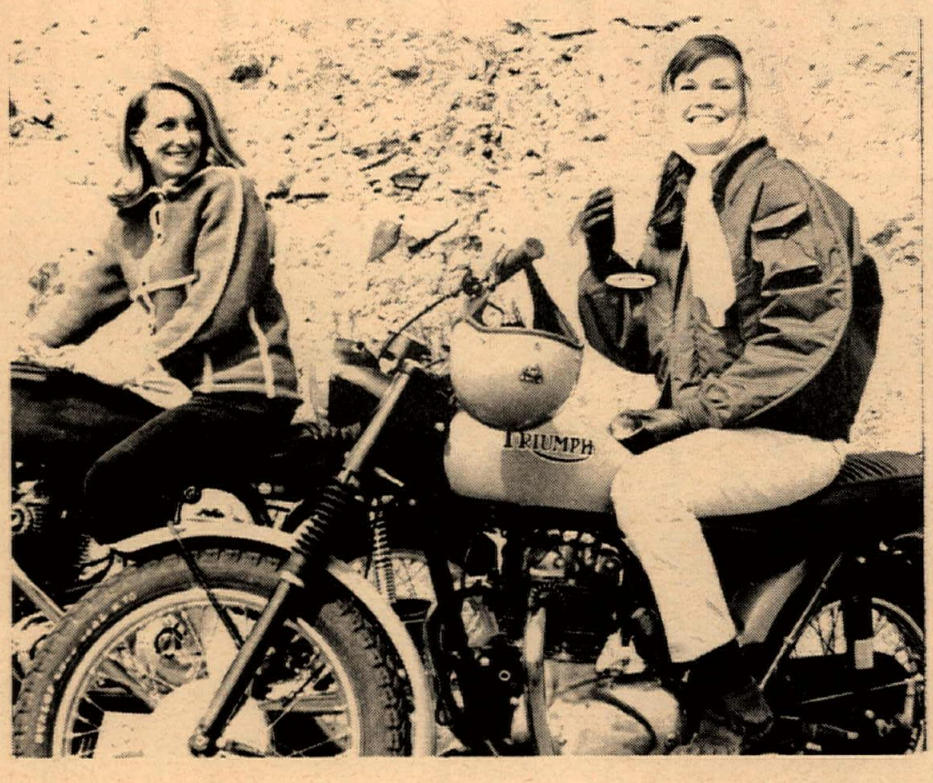
Just Follow the Lime

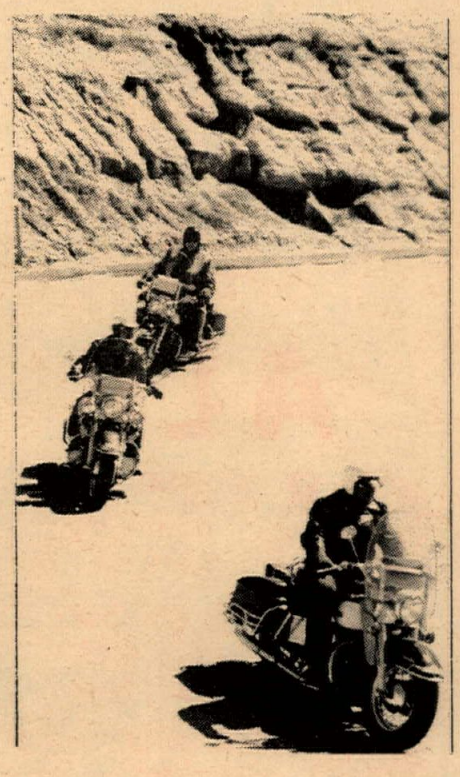
The Saddelites do not use maps or directions sheets for their riders to find the way. Instead, the route is marked with lime. One mark means straight ahead; two, a right turn; three, a left turn and four is a check point. The Saddelites believe it is safer to follow road markers than to have the riders reading maps and directions while they are riding. The road was well marked with lime, and I don't think that any one of the over 100 participants had any problem finding his way.

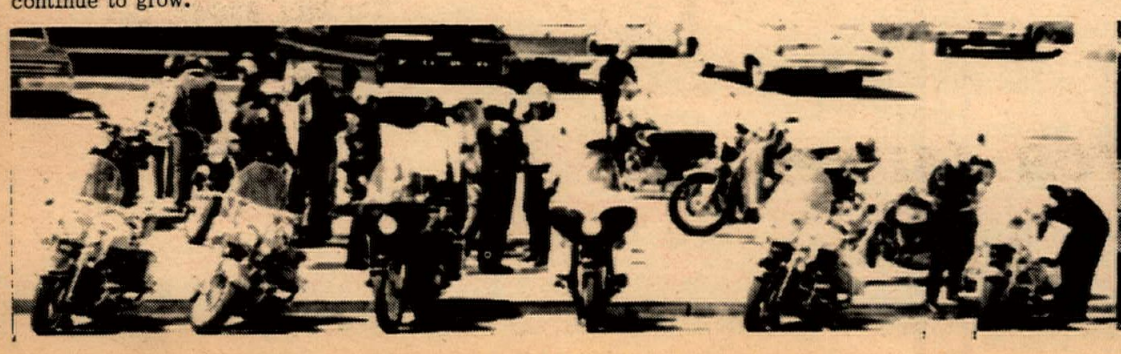
Upon arriving back at the park, the riders were greeted with hot dogs, beans, potato salad and liquid refreshment. The chow was passed out and the park was soon filled with riders eating and talking about the ride while they waited for the trophy presentation.

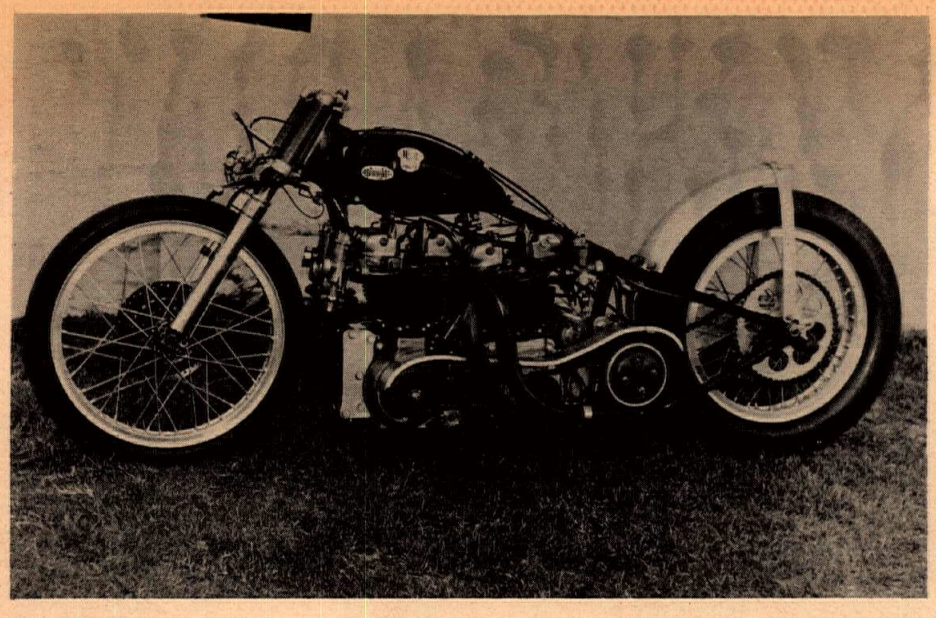
In addition to the usual types of trophies given away on poker runs, the Saddelites had a drawing for a TV, an electric carving knife and a camera, to raise money for mentally retarded children. This civic-minded club has also recently joined in with a disaster team in the Santa Maria area. The Saddelites believe in having fun as well as helping others. The club has often won trophies for largest club on runs. They won this award on the first annual Ensenada poker run sponsored by **CYCLE NEWS** and they have also carried this trophy home from Death Valley for the past two years.

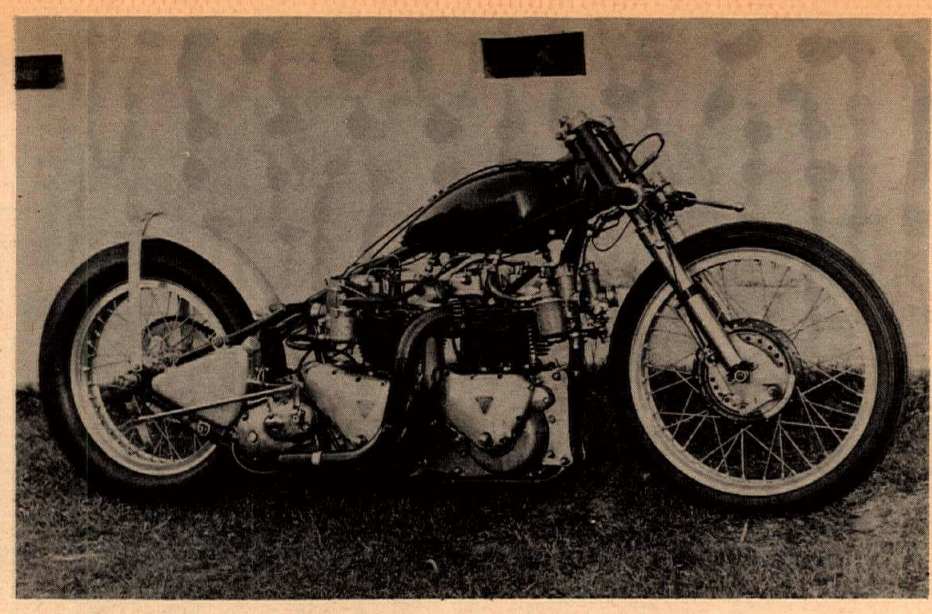
The Saddelites were organized in 1962, and on their first runs they thought that thirty riders comprised a large group for a poker run. Their runs are now drawing over 100 cyclists, and if all the outings are as enjoyable as their last, I am sure the number of riders will continue to grow.











Seen at the Las Vegas all-bike drags recently was Pete Hutton's A-Gas twin engine Triumph. Weapon was built by famous drag racer and speedway tuner Mike Tucker and has turned 128 on pump gas in the quarter mile. Cycle features front-to-back heads, driven through Triumph gearbox. Front brake is used for stopping instead of conventional rear brake, to keep the weight where it's needed most.

CYCLE ALLEY

By Bob Ebeling

New World E.T. Record

Electronic time clocks were stopped in 9.46 seconds as Leo Payne and his Harley Davidson established the world's quickest sprint of one-quarter mile at Lions Drag Strip.

Depair & Delight

Cycle News has covered many drag racing events. Match races, we have thought the greatest ever to be, records established and broken at speeds or elapsed times, that surely would never be broken again. Riders and owners sitting amid broken machines or carrying both a winner's smile and a winner's trophy.

This weekend was no different except that, instead of a little sadness there was outright despair and the smiles were increased to rages of mirthful laughter. The performances? Leo Payne's 9.46 at 149.25 and Clem Johnson's 9.72 elapsed time, 158.00 miles per hour, so eclipsed previous match race eliminations it was like jumping into the future.

Murray and Cook were the original opponents for Leo Payne but, this is where the aches of despair settled heavily. Boris Murray sat astride the twin-engine Triumph as its rear wheel was set to spinning on Lions electric roller starters. When the engines responded at the drop of the clutch, it was rolled off and Jim Cook climbed aboard the little tuck and roll cushioned seat. Progressing to the starting line, the slick was wiped clean of little asphalt "marbles" and the staging lights glowed a bright yellow when the double was set for a sprint to the finish lights. Smoke poured from the Avon's hide for 5 feet and suddenly sparks gave the illusion of an independence holiday. Noise came from the Triumphs rear section that resembled a child dragging a stick along a picket fence and a strange wobbleing motion, with a change of the wheels position in the frame spelled disaster.

Every spoke in the wheel was severed in two and the outer rim and inner hub were separate, unconnected pieces. Nothing else was hurt from this unlacing process and an extra wheel assembly lay in readiness for emergency and this was it. The new one was installed and the usual preparations executed for a second try.

This time, "Flustration" accelerated out of the chute in ample fashion but a second material failure took place. The bar which secures brake shoes and plate from rotating within the wall, broke free and the plate twisted into grotesque shape. Fortunately the brakes did not lock and the big twin engine projectile was brought to a safe halt.

Several other of the fastest men's machines attended Lions Saturday program, such as Sonny Raslawskis Harley and Clem Johnsons Vincent.

Murray and Cook tried in desperation to straighten the bent plate but it is made from 1/8 inch steel. If only it could be heated to a cherry red softness, then possibly it would yield to the blacksmiths hammer. Bruce Miller works in a radiator repair shop only five minutes from Lions and he offered the shop's facilities to M & C.

Cook accepted and together with all of the required parts, Bruce and Jim departed to make the necessary repairs.

By the time they returned and assembled the brake and wheel there was no chance for a trial run. The Triumph was rolled onto its staging position and Leo Payne removed the horse blanket warmer from his Sportster. Boris Murray tightened the spark plugs in preparation for firing but one would not seat! Carefully he snugged it onto the plug washer and with a look of despair, signaled for the electric rollers to start. A vibrating humm and clash of gears started the roller and Triumph wheel into motion. The engines fired and a pop resembling a champagne cork, interrupted the even beat of four cylinders. Murray grimaced as the Champion plug richocheted from his left arm. Murray raised his voice over the lous exhaust of Leo Payne's Harley that fired just alongside and the combined Triumph cylinders, "We'll try it on three," said Boris. It just wasn't meant to be, for the primary chain suddenly rolled out onto the ground as if to say, I want no part of it.

Leo had advanced towards the starting line and Larry Sutton, star flagman at Lions, motioned for him to shut it off. As the Harley's last exhaust note ended, spectators from both sides of the staging area called, "Let the Harley run".

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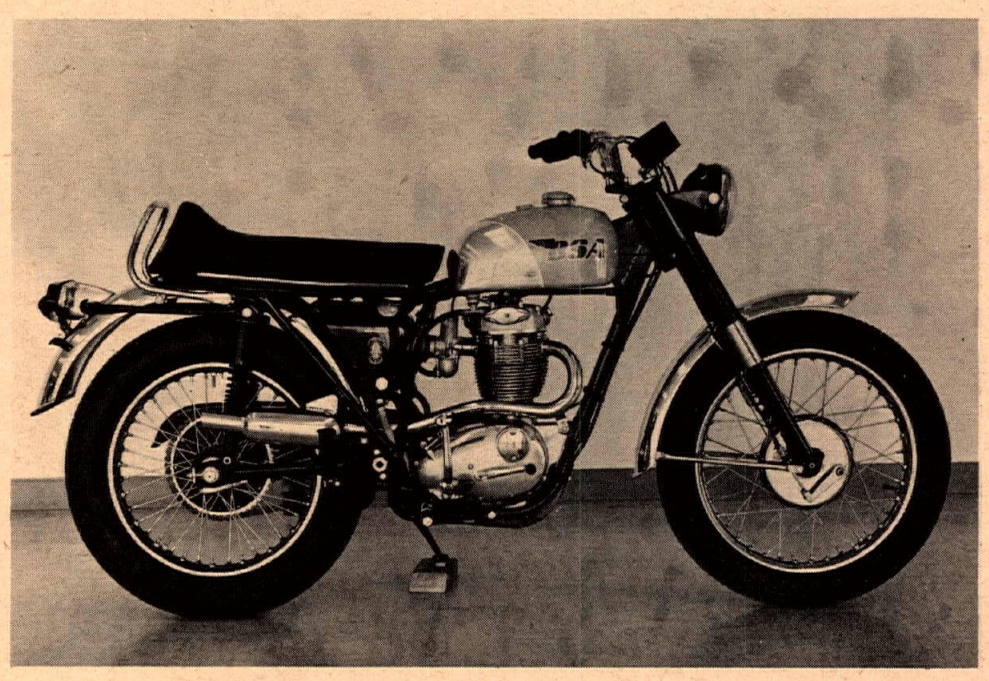
THE #1 ALL OVER THE WEST!



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Top Super Bike
Irwindale Drags Mar. 18, 1967
BOB SIRKEGIAN BSA
Elsinore TT Mar. 18, 1967
500 NOVICE CLASS
1st L. DAVIS BSA
2nd ART SPARKS BSA
500 EXPERT CLASS
1st A. SPARKS BSA
2nd D. LENAR BSA
3rd R. STINNETT BSA
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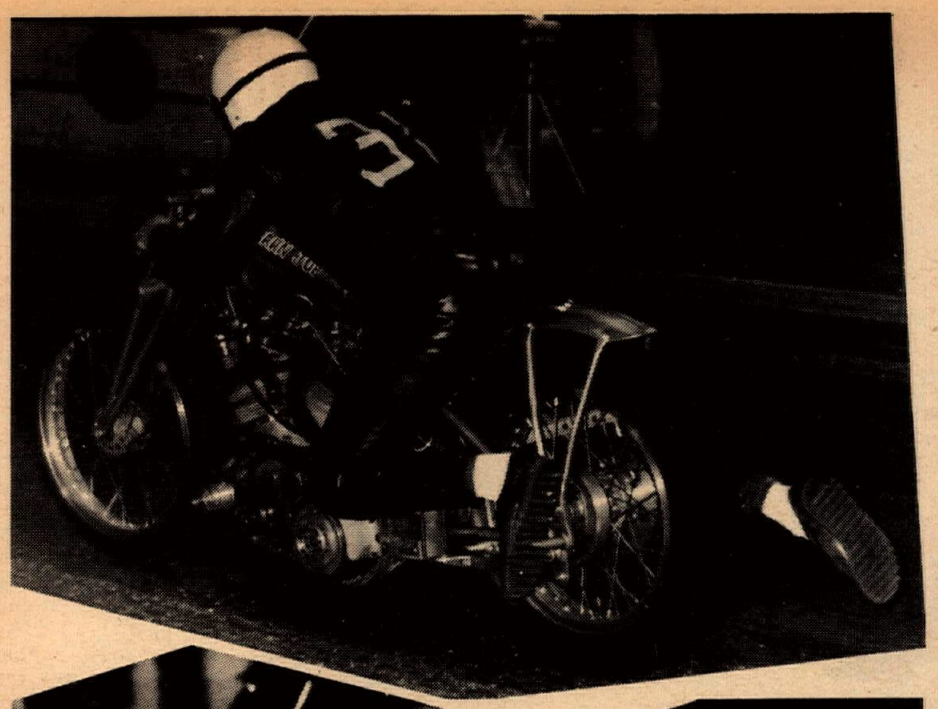
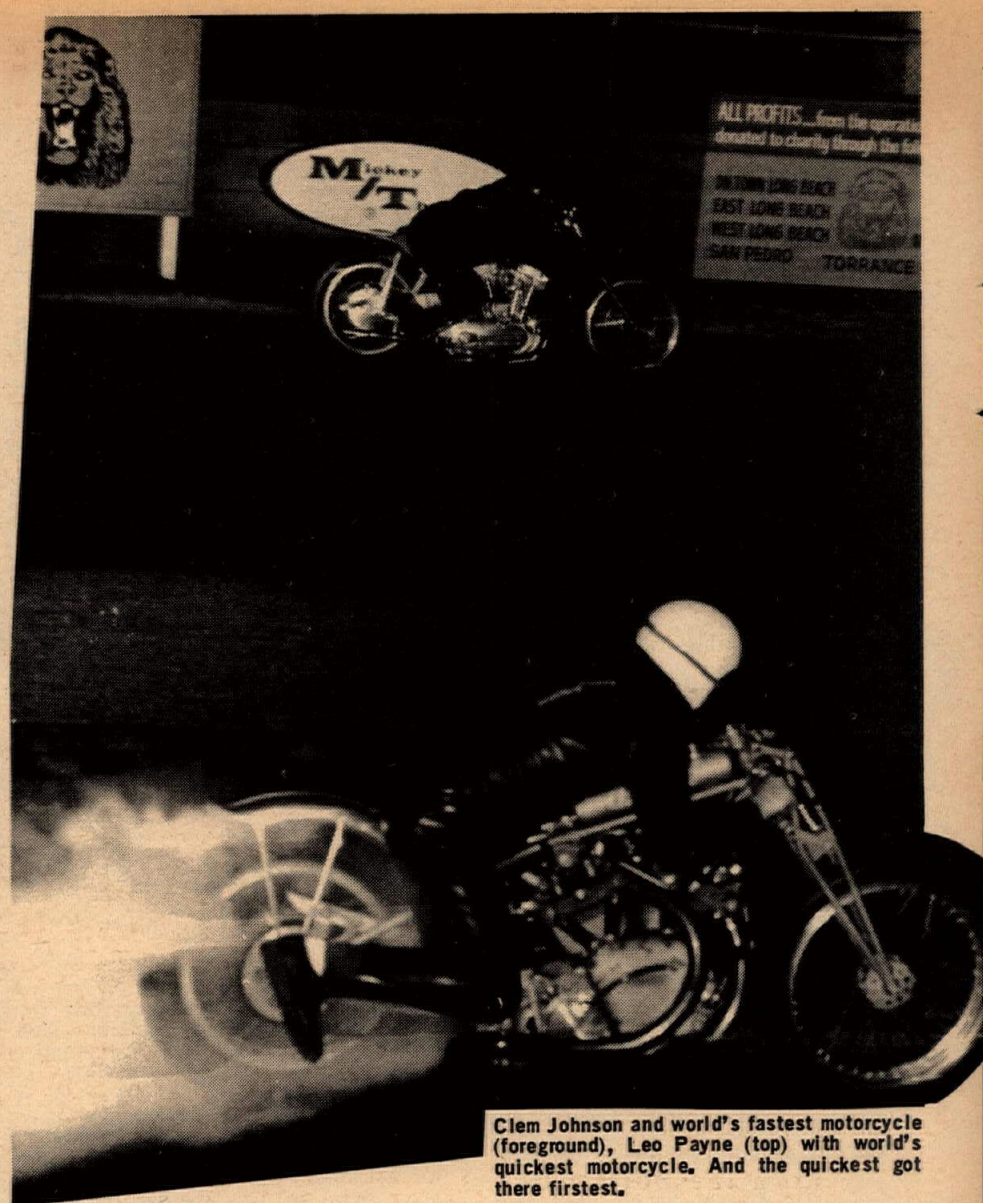




Clem Johnson and world's fastest motorcycle (foreground), Leo Payne (top) with world's quickest motorcycle. And the quickest got there firstest.

Vincent Drafted

The strip had advertised a match race and this the spectators were to have. Clem Johnson was approached and asked if he would take M & C's place against Leo. Clem accepted, and brought forward his World's Fastest Motorcycle.

Ralph Owens was Clems assistant and played a prominent role in the races to come. Their car was backed into the starting area and everyone wondered why. A quarter-mile run in reverse?

Clem's Vincent responded to the electric rollers as Ralph fed the open jaws of Hilborn injectors with a primer can, until the Vincent could thrive on its own fuel supply.

Leo fired with a minimum effort and rolled to within a few feet of the starting line as Clem moved the Vincent into a position just behind that car everyone questioned. A pair of steel cables were attached to the auto, rolled out and fastened to the footpegs of Clem's machine. Then everyone knew the reason, for the Vincent was lost from sight as dense smoke enveloped machine and auto when the clutch was engaged.

Leo locked his front wheel and spun the Avon slick until its surface resembled fly paper mastic and then he moved into the starting lights. Sling shot cables were removed from the Vincent and it proceded forward.

Blink, blink, two yellows and then the green. Clem was out first with Leo only an rpm or two behind. The Vincent gathered itself into a accelerating blur and reached the finish lights first with an E.T. of 9.72 seconds at 158 miles per hour. Leo Payne's image was clear enough to stop the loser's clocks in 9.89 seconds at 152.00 miles per hour.

Round Two (World's Record)

One for Clem, and preparation for round two was difficult, as spectators crowded the Vincent's pit area. Leo Payne was all alone in another pit section as no one offered condolences for the loss and they probably would not have been appreciated anyway.

Within twenty minutes each rival was ready for round two and the staging scene repeated. This time Leo locked his brake and burned the slick not once but three times in succession as Clem Johnson tugged at the steel slings in tethered acceleration.

Both forward, staging lights are turned on by the front wheels and again the countdown. Fairly close out of the hole but one third out Clem described the Harley's acceleration as a bat out of ----. Clem shut the 96-inch Vincent off and coasted through the traps at 92.49 miles per hour. The elapsed time with such a speed? 10.88 seconds!

Leo Payne won the round and set a new elapsed time record of 9.46 seconds at 149.25 miles per hour. Fantastic, Fabulous, Harley-Davidson, are the combination of words that can remotely describe this performance.

Round Three

There was an odor in the air which lent apprehension to the atmosphere that preceded round three. The distinct smell of burnt cork and neoprene from clutch plates was present in both pit areas. Only a short time was left by the curfew law, for the running of the next race and Leo furiously mixed another load of nitro muttering, "I can probably get just one more run on those plates."

Clem wasn't taking a chance and hurriedly changed important parts in his clutch assembly.

At the critical moment of firing and burning of the tires neither opponent looked at the other, but as they advanced to the line, glances were as often to the side as forward. Let the other man stage first. He will be under tension for a short time longer than you, were the type of thoughts in each rider's mind. As a result there was a hesitation when one waited for the other and finally each advanced together.

Again staged perfectly, the light transferred from yellow to green. Together off the line and then Leo's Harley-Davidson did its "bat" act. The Sportster led through the finish lights in 9.67 seconds at 151.54 miles per hour. Clem Johnson shut down so that the clocks read 108.00 miles per hour with an elapsed time of 10.08 seconds!

What a match! Two out of three victories for Leo Payne and a new record elapsed time for motorcycles.

Clem Johnson with fantastic performance figures in both elapsed times and speed. We will see more in the future as there is the feeling that no limit exists in performance figures for the fuel-burning acceleration addicts.

Leo Payne loaded his equipment and waved farewell as he left our California regions for a two-out-of-three against Don McEvoy's twin-engine Triumph in Tucson, Arizona and then return to his homeland of Cedar Rapids, Iowa. We will see him again, with some new changes in his fantastic Harley-Davidson Sportster.

Next week the results from Tucson will be reported on these pages.

Sunday

This day of the Sabbath was like slow motion activity after Saturday's action. To the racers in competition there were no such feelings, for there was only one sight in their intentions and that was to win. As in any event with more than one machine, some win, some lose, but each is a sportsman.

Top Fuel

Four of the finest, Sonny Raslawski, Clem Johnson, Bob Michaels and Bob Sirkegians BSA Super Bike were qualified for top fuel at Irwindale Raceway.

The first race had Sonny Raslawski's Harley towing right alongside Clem Johnson, to fire for the day's quickest race. The Vincent produced sounds of power in perfect harmony with Sonny's Harley until half-way through the quarter mile and then the big Vincent broke into fits of broken exhaust notes. Sonny took the winner's lights in 10.00 seconds flat, while Clem stuttered through in 10.47 seconds.

Bob Michaels and Sirkegian went to the line with a lot of people wondering how Sirkegian's BSA street bike could be matched against a 74-inch Harley-Davidson fuel bike.

When the race was over everyone understood, for there just wasn't much distance in the space between machines at the lights. Bob Michaels won with a 11.48-second time ticket that read 123.48 miles per hour for speed. The BSA Super Bike was close behind at 11.64 seconds and 119.20 miles per hour. Only two left and it was quickly reduced to a win for Raslawski as he defeated Michaels with another ten second sweep of the quarter-mile.

Top Gas

Lions and Irwindale each had a familiar name on the winner's roster for top gas bike in both make and rider. Millard Disharoon won the honors at the beach on his 55-inch Sportster, turning 11.63—115.89, and Joe Smith rode the big 74 Harley out of Laidlaw's stall, to an unbelievable speed of 128.00 miles per hour in a short time of 11 seconds flat.

Top Street

Suzuki at Irwindale and Harley at Lions.

No handicap at Irwindale to give an advantage for small displacement. It just took some luck, performance and consistency, for Steve Rowles to come through the lights into a winner's circle turning 13.39 seconds and 96.98 miles per hour on his Suzuki X-6.

Oh yes, next week the X-6 will be mounted in a drag frame and performances could be out of sight compared to other two-strokes.

Al Sherwin won top street at Lions after fighting down contenders like Bruce Miller and Mike Kawana. Al rode his Harley on many fast trips but the best was 12.61 and 105.73.

Next Week and More

Suzanne Lardiere has been chasing Millard Disharoon for three weeks to local drag strips and this time she's going to catch him. Dish and Suzanne will be married at Irwindale Raceway under the open skies with a background of Chrondex Christmas tree lights that should make the wedding ring flash many colors from yellow to green and red.

After the vows are said, the bride and groom will race their cycles to determine who's going to wear the pants in the family: Suzanne rides a Triumph Bonneville and of course as we know, Dish is a Harley devotee. We know that the human element will merge; but Harley and Triumph?

Be at Irwindale to see this lovely couple say, "I do."

More

Lions will be closed next Sunday and Irwindale on Saturdays beginning next week (March 25, 1967). After that weekend it will be Saturday in the foothills and Sunday at the beach.

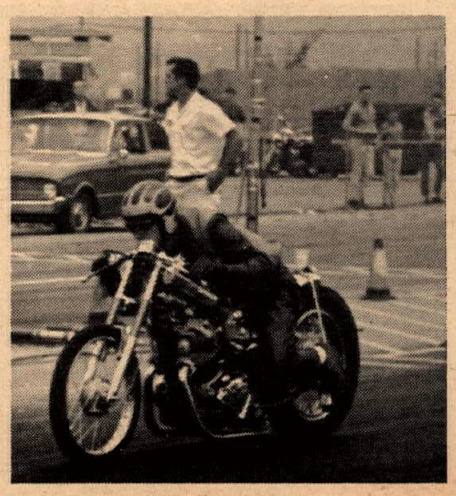
A plea for competitors has been sent out by Jerry Johnson, cycle pit director at the Smokers Drag Strip that is located in Bakersfield, Calif.

Cycles are being given a chance at this location that was previously closed to us. We must cement this opening by giving as large a turnout as possible on Sunday, April 2nd.

I will join or head a caravan to Smokers Drag Strip on that day. Want to help the cycles have another open spot for competition racing? Then join a caravan to Bakersfield for April 2nd.

The M.D.R.A. will have a meeting on Sunday, April 9th at El Dorado Park at 6 p.m. Right after the races at Lions Drag Strip, we'll get together and discuss cycle drag racing's future and elect officers. That should make a full day for every cycle enthusiast.

(Results on page 20)



You meet the quickest people on a Honda.

TECHNICAL GUIDE: THE BLACK KNIGHT

By Bob Ebeling

"Black Knight" is a name chosen from an age long past. And to a new generation, the model year 1948 of Bob Micheals' Harley-Davidson is ancient history.

Despite repeated urging by friends and family to trade up for a newer model, Micheals has pursued the task of improving and perfecting what was once a 74 inch Harley-Davidson. Today the big machine has grown larger, into a displacement of 80 inches. Its performance has changed, too. It does elapsed times of 10.54 seconds with a best speed of 134.00 mph in a quarter mile.

Custom Barrels

Micheals cast a wide search for someone capable of producing the cylinder he had in mind and finally found machinest Tom Denton of Upland, Calif.

Denton patiently listened to Bob's description and then picked up a piece of Chrome Moly Billet stock and turned to the lathe. The end product is beautiful indeed and the results are those that Micheals forsaw.

Originally the Harley stroker was accommodated by the addition of spacer plates under the 74" stock barrels, but the new 80 inchers were machines to a longer overall size, eliminating the spacer plates. A small and also necessary change was the push rod length. This was easily done by building up the stock ones by welding and then grinding back to original shape.

From the Bottom Up

Obtaining optimum performance does not stop with those beautiful cylinders and yet none of this fantastic Harley seems radical. The lower end is untouched except for a little polishing and the unique oil system. The transmission is a standard box with 1st and 4th gear removed. That empty space is used as an oil tank or reservoir. This use has been thought of by many drag racers but cast aside as a bad idea due to the metal particles ground off the gears. Bob felt that the Harley box did not have the bearing or insert problems of others and seems to have proven his faith by applying his idea and suffering none the worse for the effort.

Compression

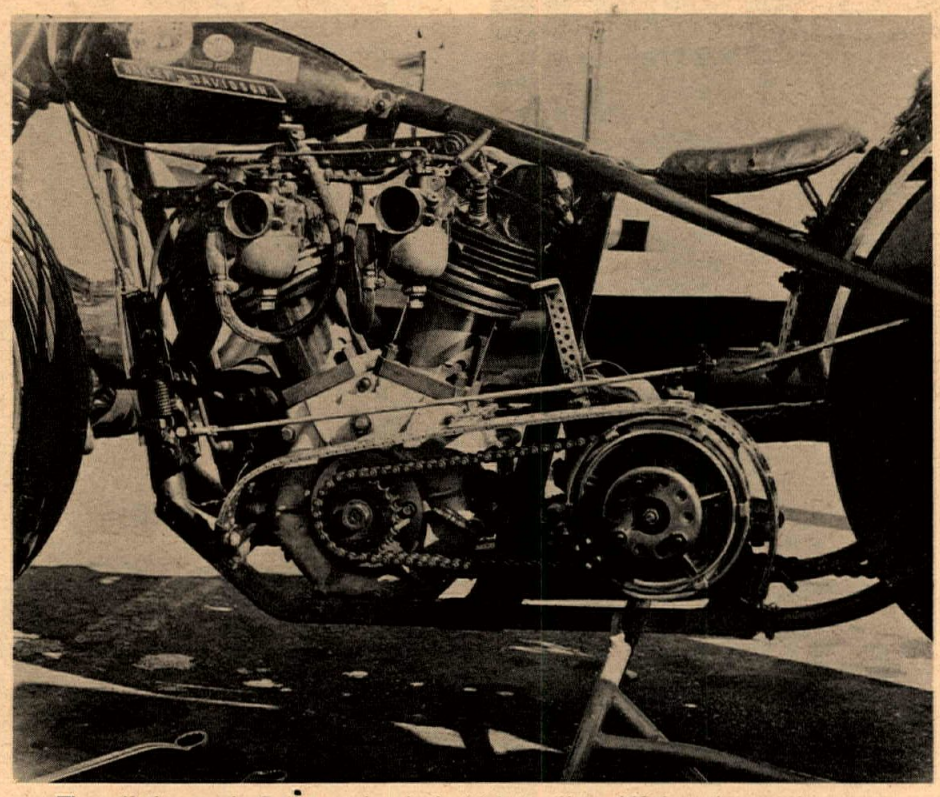
"More! More!" cried Micheals, as though the 11.5 to 1 M.C. pistons did not produce enough. Head gaskets were removed and on the first time out a strange swooshing noise came from the head-to-cylinder joints. There was no secret as to the source and a step was made to keep the expanding air and gasses where they belonged.

A Vee grove was cut into the cylinder surface and copper wire has been inserted to form "O" rings that flatten and seal the joint for a complete compression seal.

Cams and Valves

Several different grinds have been tried and the best run of 10.54 seconds was obtained on a set of Schallers. Today the quest for something better is still on and a new grind by Sifton is now trying to pulse the engine into a faster elapsed time.

The valves and passages are large enough to confuse the pistons as to which path they should follow. Actually the valves are constructed from two-inch Pontiac automotive valves. The auto valve is flat so tulips were made by cutting the centers out of the Pontiacs and adding another stem and valve portion by welding. Machine and heat treat followed the weld and voila! A perfect valve.



—The cylinders are by Deliton and carbs by Linkerts. Note shift lever by seat down post.

The springs are standard Harley-Davidson products, but the collars were machined from tungsten, to achieve a little lightening for a few more R.P.M.

Transmission & Clutch

Power transmission is through the second and third gear of the Harley box and here is a place that verifies what some people call a "lot of hair" on the part of the rider. Just as the rear tire grabs traction, Bob must shift from second to third by hand! He releases the handle bars with one hand while the other engages the clutch and reaches down to a lever for the change of gears!

A bike that has its torque produced by large Nitro menthane percentage is notorious for clutch slippage and inverse "grabbing" problems.

In an effort to solve this Bob cut some aluminum plates to replace the neoprene and cork discs. The other plates are steel and thus the "Black Knight" was running metal to metal surfaces. Since the alloys are different in their metallergical structure, they would not fuse or grab and thus half the problem was solved but slippage was still prevalent. Recently Micheals has changed back to Barnett plates of special competition neo-cork facings and the elapsed times are growing shorter as the speeds go up.

Weight and Traction

Traction is elusive with all drag racers. The narrow 4 inch Avon slicks are the only motorcycle tire available. Bob again brought ingenuity to play and built up a rear wheel to accommodate an automotive 6.00 x16 inch Cassler racing slick. That huge rubber carcass still breaks loose and billows smoke as it attempts to bite the drag strip asphalt and hurtle the Harley to a quick run.

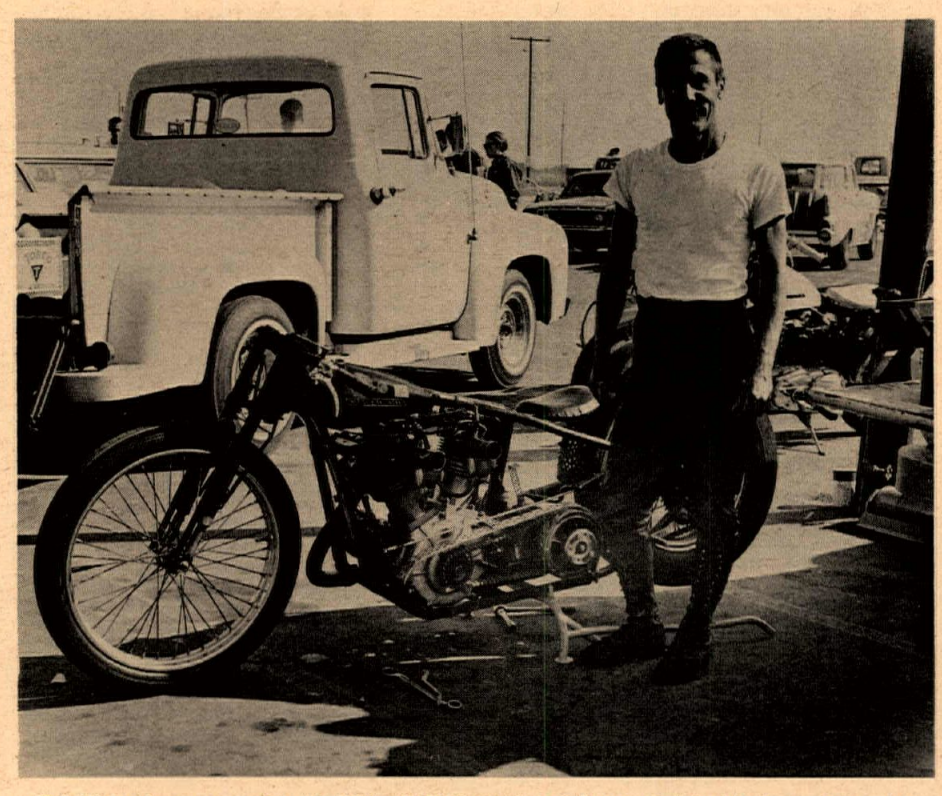
No matter what steps you take with a 74 inch Harley-Davidson its going to weigh a bunch! Micheals' major weight saving tool has been the electric drill. Comparison to swiss cheese would, if anything, be understatement.

Fenders, guards, fins and mounting brackets look as though the moths had been at work from the date of the machines birth in 1948 and since Bob Micheals only weighs 117 lbs. they may have nibbled a little at him. The Black Knight's total weight is 396 lbs., and a few remaining facts of this quick Harley are: Front forks from a 165 Harley, wheel base 59 inches, heads stock, carburetion by 1½" Linkerts and ignition is magneto by Joe Hunt.

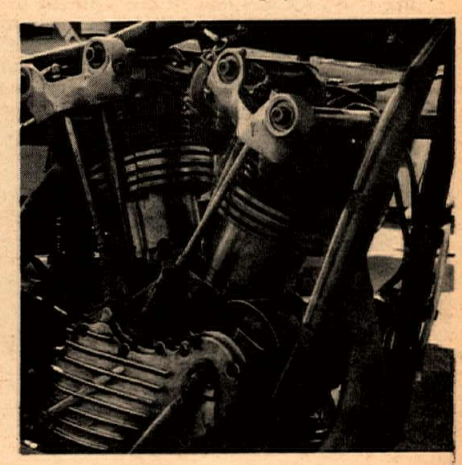
Add this all together and we have an ultimate example of craftsmanship that produces speed, tempered with a nostalgia of an era that is not really gone.

SPECIFICATIONS "BLACK KNIGHT"

engine: Harley-Davidson 1946–74"
displacement: 80 inches
horsepower: Approx.–100
¼ mile perfroamnce:
10.54 E.T.–134.00mph
pistons: M.C. 11:5–1
cylinders: Custom by Tom Denton
valves: 2 in. Pontiac
cams: Sifton lower end: Stock
ignition: Magneto
transmission: H-D 2nd & 3rd
clutch: Barnett
final gear ratio: 3:42
frame: Harley
carbs: Linkerts size 1½"
front suspension: 165 Harley
rear: Rigid
total weight: 396 lbs.
tires: 6.00x16 Casler rear–front 21"
valve springs: Har-Dav with Tungsten
wheel base: 59" *collars*
heads: Stock
lubrication: Wet sump (Castrol "R")



Bob Micheals poses next to his Mid-evil 1948 Black Knight HD. Bob had had a varied racing career. He won the Daytona 100 Mile National in 1951, rode a Harley 74 to 123 mph for Skip Fordyce at Rosamond Dry Lake and races under #12 at Carrell Speedway.



LAUGH WITH US NEXT WEEK

(April Fool)

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THE FINISH LINE

By Roxy Rockwood

DAYTONA DATE: Have watched a lot of road racing talent over the years but the rides turned in by Nixon and Hammer on the lightweights and the big jobs left no doubts in my mind who the two best road racers are on these shores.

Nixon won both days but it could have easily been Hammer in front both times. It was a very thin line between the two and I would rate them dead even for ability.

Thanks to Nixon from this column as we picked him to win them both in last week's issue. Same goes for Walt Fulton Jr. A near miss for young Dave Smith.

The finest looking racing cycles to ever enter an event in the USA were brought to Daytona by Bob Hansen of the well known Team-Hansen entry from Racine, Wisconsin. He's the guy that duels factory stuff from his backyard and basement. He has a couple of real winners coming up in Swede Savage and Jim Odom.

Swede had the tach fall off on the second lap of the 200-miler and then rode the last 100 miles without a rear brake and still finished in 10th place over the finest field ever to run at Daytona.

Unwelcome Change

Many many Triumph people, especially dealers, voicing complaints about the decision by the AMA to drop to the 350cc limit come '69. They say that it took since 1936 to really build a winner and now there is a change just around the corner.

Cliff Guild and the rest of the Baltimore Triumph crew again really having the right combination. The most potent in Daytona history. Hammer finally coming up with a big job that held together. They said it couldn't be done.

During the practice week through the quarter mile time traps, Mert Lawwill was consistently the fastest at just over 136 mph nine out of ten times.

When they get around to dropping the limit to 350cc, look for Yamaha to be a runaway winner. They were the first to try the 350s against the big jobs and will do the same next year to give them a two year head start. The rest of the brands are still just talking or are still on the drawing boards. Both Yamahas showed up extra well with Duff putting one of them in the second row from time trials and running through the time traps at over 132 mph just about every time through.

Much interest shown in the new Kawasakis by the record crowd on hand. They had to go through the first year jitters and confusion that all previous teams have experienced.

Yamaha and Honda team garages were run like a well-oiled machine. The same for H-D. That much sought after flare for professionalism is really cating on.

On The Air

Webco sponsored a half-hour radio show the entire week and it was my pleasure to play host on the mike. Top riders were on every night as were many other racing celebs.

Reports are that the show was well received and will become an annual event. The entire show every night was strictly informal. The many top riders that took part did a great job, especially Gary Nixon.

For the reader who likes to know what the winners used: they wore Bell helmets, used NGK and Champion spark plugs and Goodyear tires. Nixon took home over $1,000 in extra money from these companies for this twin win.

Can't go into it now in depth but look for Nixon and Hammer to compete in at least one Grand Prix overseas before the year is out. Look also for Yamaha to get the jump once again on the rest of the field as they are starting to build already for next year with some new riders in addition to the ones they already have. They are going to do it like the Green Bay Packers and keep the flow of rookies coming up to replace the veterans when they go over the hill.

Had the pleasure of spending a couple of evening with Mike Duff and here is a real great guy and a true champion road racer. He really added an extra touch.

The same goes for Walt Fulton Jr. A real credit to the sport and could become H-D's ace in the hole in future events. Fulton and Jimmy Odom are going to turn a lot of heads in the next couple of years. Walt and Jimmy each made only one single mistake during the entire running of the amateur 100 - Odom's was far more costly but he got the chance to show what he can do with the right weapons.

In Fulton, H-D has a strictly road racing specialist who is going to pay off ten-fold in the next few years. It was Walt's first ride on anything bigger than a 250cc job and we wonder how Suzuki ever let him get away from them. A good move by Milwaukee.

Speed and More Speed

That time trial effort by Fred Nix at over 140 mph was fantastic. Six riders broke the old record set last year by Rayborn. Odom was the only rider to top the amateur mark and that screaming Honda darn near tore us right out of the press tower. Jim had to actually go on the clocks four times instead of one due to a faulty timing light. Two watches caught him at well over 134 mph his first time through.

Give a lot of credit to the Sam Corona-Dick Newell team that was entered on a private basis. Dick did a tremendous job both days. He rode a 305 Yamaha on Sunday against the big jobs and had the smallest machine entered.

Many people may have missed the two rides turned in by Art Bauman who is up to big-time racing from the AFM and ACA ranks, but it did not go unnoticed by many of us. He's as smooth as glass and is only an anateur road racer by classification. Watch for this modest gentleman to be one of the front runners in coming events.

Will have more on Daytona from time to time but right now just too many things that happened are slipping by. It was a great week and all California riders can be justly proud as can the tuners and backers, since people from all over the motorcycle world were on hand to view this time.

Road Rider Rundown

By Robert O. Fee

ONLY M/C RIDERS GET TO EAT BUFFALO

The 9th Annual Frontier Day and Buffalo Feed will take place at Calico Ghost Town, 12 miles east of Barstow, on April 2. It is the only event of its kind in the country and will probably attract over 700 people, who want a chance to dine on buffalo steaks.

Besides a ticket, the only other qualification for the buffalo feast is you have to come on a motorcycle—any brand will do. Sponsoring Triumph motorcycle dealers are Ed Kretz of Monterey Park, Dave Mason of Pasadena and Skip Fordyce of Riverside.

The menu features barbecued buffalo obtained from the government preserve in Lawton, Oklahoma. It is prepared in the real old-fashioned style by the famous chef Joe Lopez who rules over the Calico Kitchen and adds zest to the meat with a special "Buffalo sauce" made just for this occasion.

Calico Ghost Town is an appropriate setting for the Buffalo Feed because its old buildings and authentic board walks are reminiscent of the days when the buffalo roamed the plains and many people lived on a regular diet of buffalo meat. There are rustic stores to visit and a mine shaft that recalls the days when people lived and worked here.

Some riders will come up the night before and camp out in the small canyons adjacent to Ghost Town. There will be scores of prizes awarded to lucky ticket holders and tickets must be purchased (for $1.50) at either Ed Kretz, (Eastern L.A.), Dave Mason (Pasadena) or Skip Fordyce (Riverside) motorcycle dealerships before going to the event. All their addresses are listed in the Cycle News Dealer Directory

Don't miss out on this unusual experience, order your tickets right away. Then you can tell your friends what the noble buffalo tastes like.

All Cycles To Get Trophy

All motorcycles displayed at the Westernationals Motorcycle Show April 7, 8, and 9th will receive a handsome, three-foot participation trophy, John Stoner told the So. Calif. Road Riders Committee at their recent meeting.

Stoney and his club, the Pacific Coasters Motorcycle Club, are hosting the special show to be held at the Great Western Exhibit Center. The dress motorcycle exhibition will be separate from the Hot Rod and Custom Cars and Chopper cycles that will be showing at the same time.

Special emphasis is being placed on motorcycle club displays and the management is donating $10 to the treasury of each club participating. This is in addition to any trophies the groups may take.

Entry blanks and further information can be obtained from Stoney by phone at (714) 474-4372 or write to: John Stoner, President, Pacific Coasters Motorcycle Club, 1418 E. 7th Street, National City, California. There is no entry fee.

Take Your Pick

Yet another custom bike show, the International Sport Cycle Exposition, will force riders to choose between it and the aforementioned Westernationals event. Scheduled for April 6th through 9th at the Shrine Exposition Hall, the I.S.C.E. offers trophies and placques in three classes — Competition, custom and Antique.

With all the local interest in Shows and show bikes, there should be plenty of entrants for each event, and interested spectators could conceivably attend both shows for glittering "customized" weekend.

Deadline for entries in the International Sport Cycle Exposition in March 31. For information and entry forms call or write: A.M.S.A., 8272 Sunset Blvd., Los Angeles, phone (213) 656-8440.

Good Groups Needed

Three individuals, duos, trios, or quartets are needed to round out the April 29th program for the City of Hope Spring Tour, to be held at 29 Palms, California. The tour is for the benefit of the City of Hope National Medical Center and the program will last from 11 a.m. till 10 p.m. with time out from 12:15 till 2:15. No one performer or group need play for longer than 45 minutes and a partial repeat or reshuffle of the group's repertoire at a later performance is acceptable.

One person or group should be qualified to conduct a songfest Saturday evening between 8 and 10 p.m.

As this is a charitable benefit, there is no cash available. However, the RRC will provide free snacks for the afternoon and a barbecue dinner for each person. The City of Hope provides an acknowledgement on their letterhead giving each performer a tax deduction for their travel and out-of-pocket expenses. The participants and local spectators will contribute a lot of applause and appreciation.

Any person or group interested in assisting this very worthwhile endeavor on the high desert is urged to contact Robert O. Fee of the So. Calif. Road Riders Committee, 395 S. White Ave., Pomona, or call one of the following numbers for more information: Mr. Bob Adsit, Coordinator, (714) LYcoming 5-6220; Mrs. Beverly Byrd, RRC Sec., (213) 324-8457; Mrs. Lee Harrison, Committee for Better Motorcycling, (714) 897-3309.

FUNERAL TODAY FOR DANNY BEST

Young Danny Best, son of local m/c dealer Norm Best died in a freak accident at the Colorado River Sunday when he tumbled from a dune buggy and fell beneath the wheels. Funeral will be at Renaker Chapel, 7651 Commonwealth, Buena Part at 1 p.m. Thursday March 23.

POST-PERRIS PREVIEW

By Maureen Lee

That was sure a neat scrambles at Perris on Sunday, and as scrambles columnist I feel entitled to hand out some pats on the back to all and sundry who were there as this was the event covered by the Herald-Examiner. It was the first time some of their people had ever SEEN a motorcycle race let alone a scrambles event. They went home completely happy and tickled to death that these things exist and that they are such fun! We might even have one of them on a bike soon!

Anyway, I want to say a thank-you to track owner Jerry Burton and to the Sportsmen M.C., who handled the day's events real smoothly and showed our guests a well-dressed, well-behaved group of club members. Thanks also go to the competition riders who rode the guests around the track so they could see it from a rider's viewpoint. When the Sidehack Association arrived from what was apparently a hairy morning of racing at Prado Park, they played host and took us around the track again in hacks. Yup, me too but I'll go on record as saying I'd rather watch 'em than ride 'em, thanks all the same! It was fun though and a real sensation, but Grace Burley can still reign as queen of the passengers with no competition from me! The experience scored a tremendous number of points with our guests though, and Bob Andrews, who will be doing the actual writing of the article, borrowed a helmet and was actually observed hanging off the side in Mike Parti's hack, trying the whole idea on for size!

Bob was also introduced to a number of riders like C.H. Wheat, Larry Wilburn and "Feets" Minert and received at least three versions of how "Feets" got his nickname. He talked with John R., and thought that he was "unbelievable" after watching him ride and was also impressed with Steve Stricklin's slides around the big rock. They were pretty spectacular!

Jean Carter filled them in on technical points as to how the scrambles scene works with safety regulations, points etc., so I think we showed them a day of which we can be proud. It is just show more of the outside world what a good time you have in the Sportsman world of motorcycling, just think of how much more of a boost the industry would get.

Other things we'd like to comment on about Perris. It was good to see Scott Autrey out, although now in the role of a spectator after unloading at Perris recently. But he's determined to be back in action at some later date. Could you believe Buck Smith in that first Open Expert moto? In spite of one popular opinion — that racers are over the hill at around the 25-year-old mark and absolutely falling apart by 30 — Buck again proved that "it just ain't so" and I bet some of the youngsters were saying all kinds of complimentary things as they chased the ex-Greenhorn Champion around the track!

Get In There And Pitch

How about Mike Chamberlain getting in there and pitching in the 500cc class when the night before at Elsinore he put his knee completely out of joint? After it "popped" back again, he drove over to Perris, camped the night and rode the next day.

How about that field of seven ladies for the Powder Puff? We have actually managed to organize now fellers, and if we ever get where we can throw our own races, you will have never seen a starter until you see one of us with the flag in her little white hand! We won't let anyone get away with nuttin'. (Just kidding guys, men still remain supreme in this sport, thank heavens!)

How about Dan Carleton's performance in the 250 Expert class on a Greeves? John Rice and his Husky just couldn't catch him and that was all there was to it. Dan looks like he is going to be a real threat in the Class C Novice brigade and we've noted happily that most of the real talent at Ascot in the Novice class has come from the ranks of regular scrambles riders. Last year we had Johnny Sprague to root for and now for 1967 maybe we'll have Dan to cheer on.

A.F.M. Race Scene

By Reg Sheldrick

The AFM forges ahead! No doubt the most active group in western road racing. The American Federation of Motorcyclists continues to grow in chapters and races. Latest addition to the ranks is the Las Vegas Chapter under the direction of President Ron Sattler (who took a 2nd place in the Stardust event in the open prod class looking at winner Ron Grant's exhaust pipes). At present over twenty members are in the fold with much more interest among the locals than expected.

This year's announced Cotati sked shows ten events including the annual 4th of July 250 mile Production race. The Stardust in Las Vegas plans to host two events before the summer heat hits and the Los Angeles Chapter are planning an additional 3 or 4 events.

The 2nd '67 National Board of Directors meeting was held March 5 in Fresno. Mr. Paul Bennet of San Francisco was elected to the post of Chairman, succeeding Reg Pridmore and North Hollywood's Tom Finlay of the Los Angeles Chapter was elected as the National Secretary. Among the duties of the sec. will be the handling of memberships and competition licenses.

The AFM will, for the first time in a while, have a strong national body and will enforce the rules and regulations of the AFM. Future sanctions will be withheld from those chapters that do not adhere to the rules. It was re-stated at the meeting that all riders entering an AFM sanctioned event must have a valid MICUS license in their possession or will not be allowed to race. It takes about ten days to process an application. I would strongly urge all prospective racers to attend Bob Braverman's roadrace school at Whiteman, or contact Tom Finlay at Box 213 North Hollywood for an application. The AFM will be the IN group for roadracing in 1967 so man, tune in and turn out at Whiteman (see Calendar of Events).

Benefit Dance for Bill

Prior to Christmas, I had the pleasure of attending the cycle show in San Francisco. The S.F. Chapter had a booth with roadracing equipment and I spent a few idle moments talking to Bill Boyd. Some of you know about Bill's street accident that knocked him out of racing for at least this year and it's a slow recovery period ahead. Well the S.F. chapter will hold a benefit dance for Bill on the 25th of March at the Verdi Club, 2424 Mariposa St. in 'Frisco. Yamaha dealer Al Fergoda, who is the staunch roadracing supporter I've met, has donated a Yamaha twin 100 as a door prize. There will be other prizes and music, cocktails, and other refreshments. I ask all you riders who had planned to ride Cotati on Sunday and a few who haven't, to come on up and support this benefit. The donation will be $2.50, and you may come back with a shiny new Yamaha.

In closing, a note to all you Moto-Cross riders who used Corriganville as practice for Las Vegas, get ready to use that experience. The Las Vegas Chapter of the AFM are working on a Moto-Cross course, F.I.M. rules to apply. More later.

VEGAS OUTCOME

Many thanks to all the riders that made the trip up to Las Vegas on the 18th and 19th. I am very sorry that it was necessary to delay announcing the class winners until now. Many duplicate riding numbers confused all of us and we had to re run the race to clarify and identify the winners. A.M.A. rules state that 6 entries make a class and that fewer must move up into the next displacement class.

ATTENTION, DISTRIBUTORS!

By Robert O. Fee

Manufacturers and distributors of motorcycle and automotive related accessories and apparel are being contacted to set up booths and display their products at the 7th Annual City of Hope Spring Tour, April 29th at 29 Palms, announced Bob Adsit, RRC Chairman and Tour coordinator.

The idea was proposed by the Too-Tired Motorcycle Club who are in charge of planning the event and was enthusiastically supported by Mel Heininger, Executive Coordinator of the City of Hope. All proceeds from the 2-day rally on the high desert go to the City of Hope.

"Serious attempts are being made to reach all major suppliers," said Adsit, "but I'll be delighted to hear from any company who would be interested in exhibiting their wares whether they receive our request or not."

Adsit can be reached in Pomona at (714) LYcoming 5-6220 any weeknight after 4 p.m. His address is 662 Albona Place.

TULARE COUNTY FAIRGROUNDS SCHEDULES HALF-MILE

Professional AMA motorcycle racers will ride for 40% of the purse at upcoming Tulare flattrack events. The Fairgrounds half-mile dirt track has been put in excellent condition to allow for high speeds and plenty of broadsliding. Additionally, new lights have been installed for better viewing.

All races will be run under the direction of American Motorcycle Association Referee Hank Gendusa of Fresno. All classes—Novice, Amateur and Expert—will be competing in these exciting flattrack events.

Racing begins Saturday night, April 29, 1967 at 8:00 p.m., with time trials at 7:00 p.m. and practice at 5:30 p.m. Admission will be $2.00 for Adults; $1.00 for ages 12-16 and servicemen in uniform; children under 12 admitted free.

Parking is free on the Fairgrounds, with a guard in attendance all evening.

Tecate Grand Prix Stopped At Border

By Rudi Niedzielski

Misunderstanding and over-zealousness of border officials may have resulted in the cancellation of the Grand Prix event scheduled for the Tecate airport last weekend.

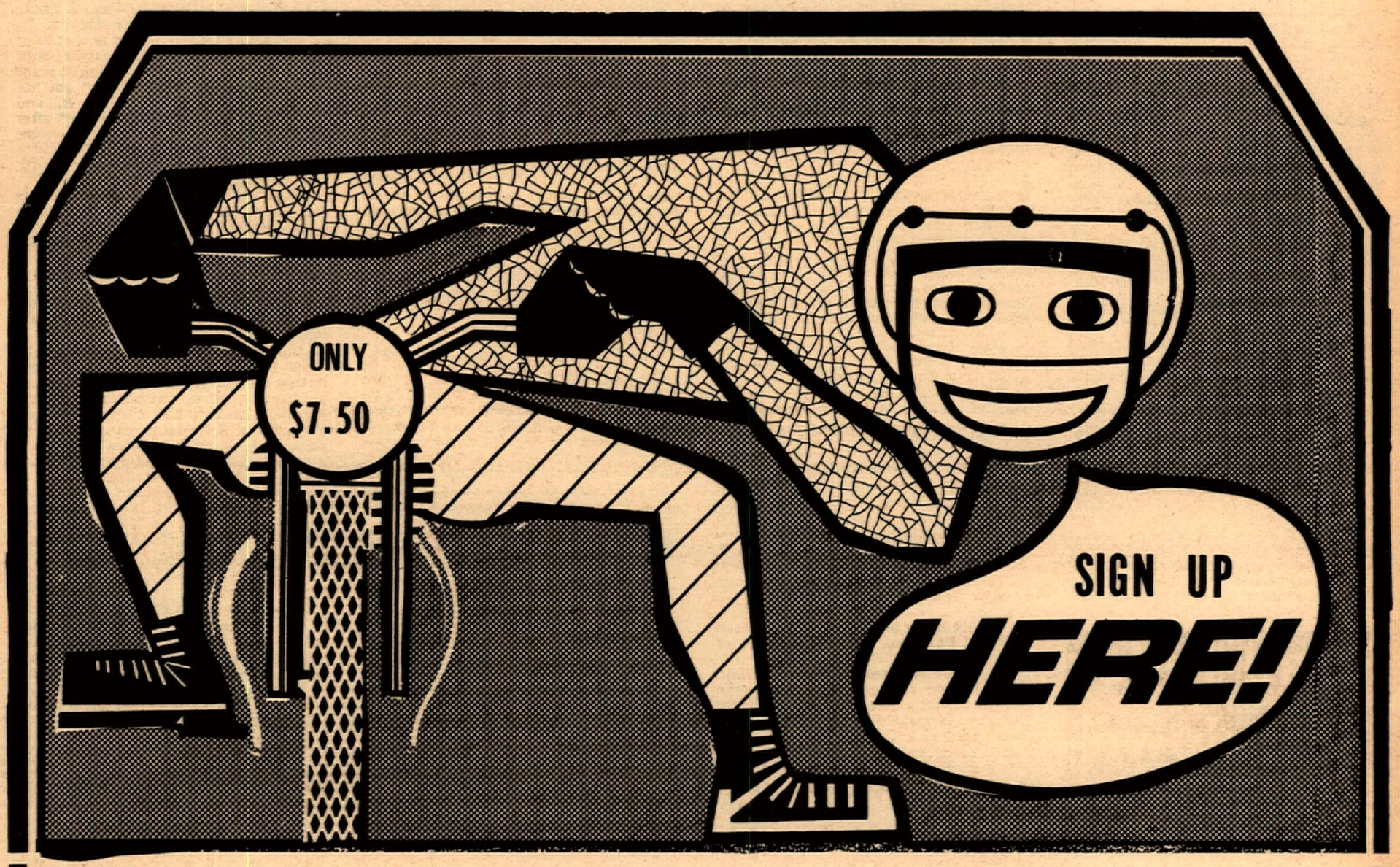
According to Lloyd Otey, spokesman for the Tecate-sponsoring Lions M.C., the event was called off because competitors were refused entrance into the city by Mexican border authorities.

A subsequent call by us to the San Diego Sheriff's Office corroborated Otey's claim. Sheriff's officers indicated that some competitors and riders coming to see the race were denied admission by the Mexican border patrol.

Sgt. Herrill said that according to his knowledge, "only a handful of motorcycle riders were turned back. Some of them may have been legitimate competitors since they brought their machines in trucks." He added that he thought that among the total number of individuals turned away, only "one or two" were of the "element." Herrill stated that he had no idea of the exact number refused admission by the Mexican authorities.

It would appear likely that Mexican border officials had some difficulty in distinguishing disreputable types from the legitimate competitors and in attempting to safeguard their town from a fiasco, enforced the rules to the letter.

(See "Voice" this week)



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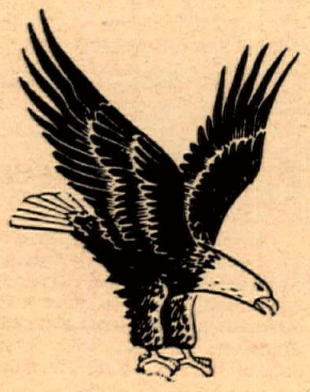

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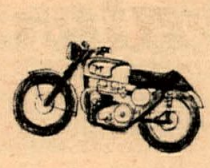

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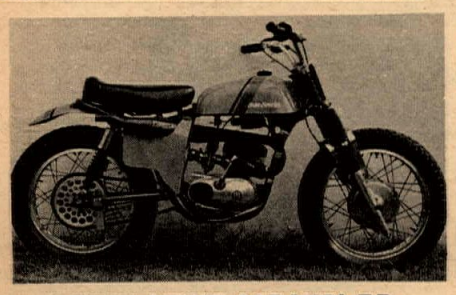

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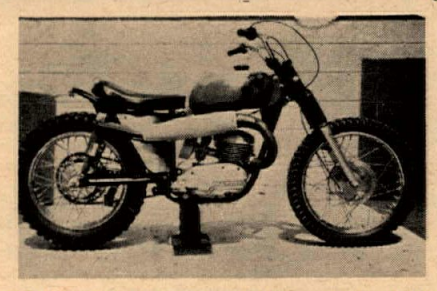

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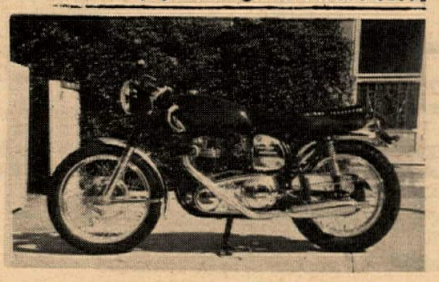

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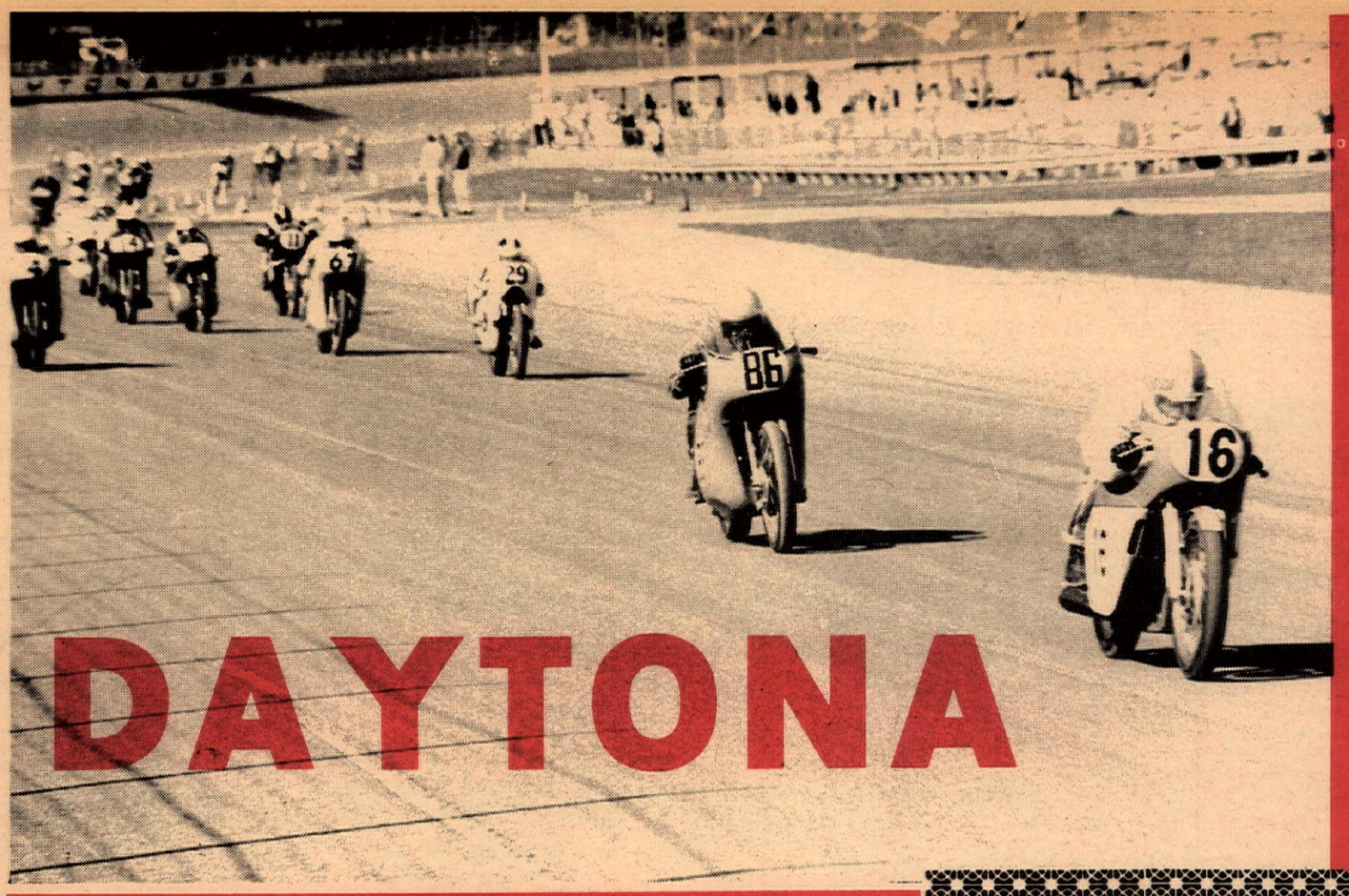

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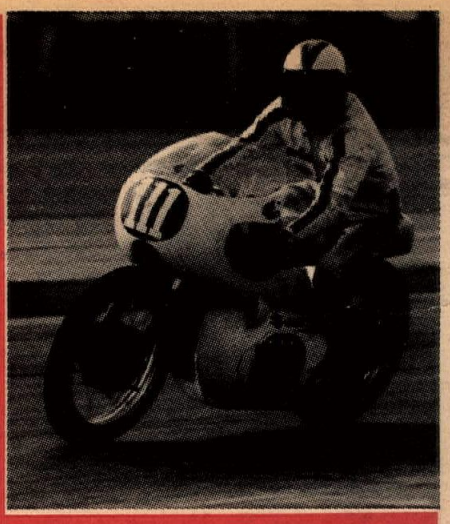

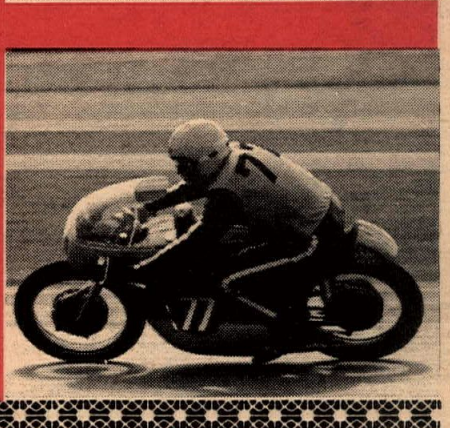

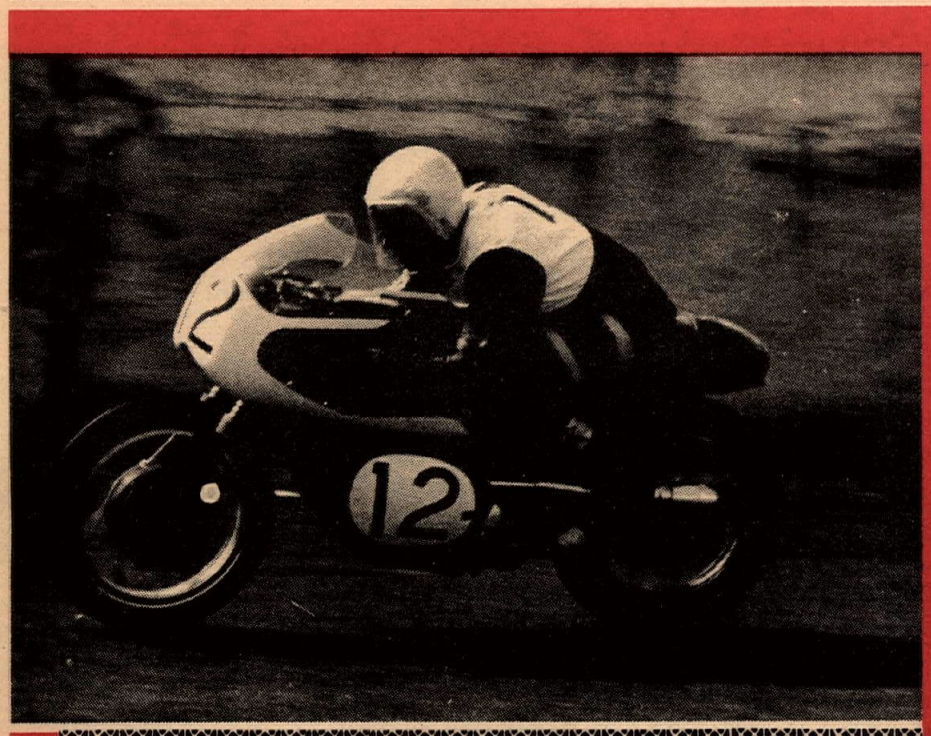

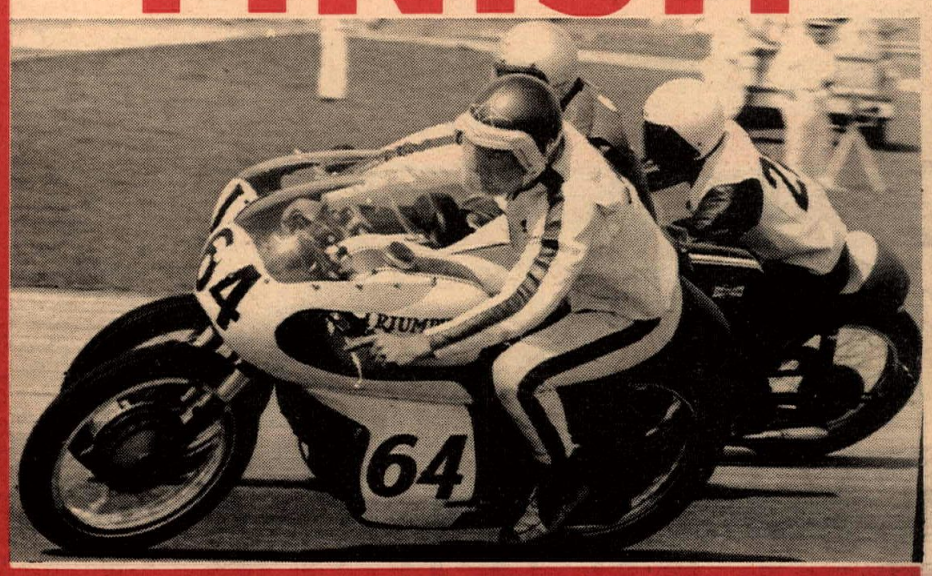

Trophy presentation at finish of 100-mile 250cc event finds winner Gary Nixon receiving congratulations from his wife Mary and Miss Motorcycle Classics. At left is third place Bobby Winters (who won the event last year) and his wife. At right, Suzuki-mounted runnerup Dick Hammer tells it like it was to announcer Roxy Rockwood.